



INTEGRATED TRANSPORTATION PLAN

Part I - Data Collection

November 2011



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INTRODUCTION

What is an Integrated Transportation Plan?

The City of Golden strives to enhance all transportation options and modes into and within the City. In order to comprehensively plan for our transportation needs as a community, an integrated transportation plan is recommended. An integrated transportation plan looks at all modes of transportation available for Golden's citizens, and creates a plan that will ensure that the various transportation options support each other. The Integrated Plan also provides an effective management tool to program resources for operation, maintenance, and enhancement of our transportation system.

With Golden's advancements and upgrades in

recent years to bicycle and pedestrian trails and connections, as well as the introduction of the light rail in 2013, it is important that the network of transportation options be thought out and planned for accordingly.

It is equally important to recognize the significant current and future commitment of resources associated with managing our transportation system. Sections 3 and 4 of this initial phase of the Integrated Transportation Plan begin to portray the many tasks and responsibilities associated with our transportation system, and the realities that simply taking care of our current transportation system will require a significant future financial commitment. Identifying a funding plan to implement and operate desired transportation enhancements will be a substantial challenge in the context of the City's overall infrastructure and service obligations.



Biking across a Pedestrian Bridge over Clear Creek



SECTION 1

Community Values and Goals related to transportation

With the completion of Golden Vision 2030, the community values and goals that address transportation options become the basis for the integrated transportation plan. Along with the recently completed Comprehensive Plan and the ongoing neighborhood plans, integrating Golden Vision 2030 values to this document creates a cohesive set of documents to guide community transportation decisions.

Using a values based approach for the integrated transportation plan, Golden is creating a plan that will not only serve the residents' needs but to also ensure that the direction of the transportation plan fits into the goals for the City.

The guiding principles of Golden Vision 2030, "Responsive Government" and "Controlled and directed change," form the backbone of the recommendations for the integrated transportation plan. A "responsive government" recognizes and respects the needs to the community and helps to achieve the City's goals. The principle of "controlled and directed change" directs recommendations to the transportation system to benefit the greater good of the City. These two principles working hand in hand create an integrated transportation plan that for Golden into the future.

The remaining values from Golden Vision 2030 also support transportation systems, particularly Value theme A: An Accessible and Walkable Community, Value theme C: Safe, Clean, Quiet Neighborhoods, and Value theme E: Convenience and Community Amenities. While all value themes are kept in mind when creating transportation recommendations, these value themes have a more direct impact on transportation systems. Accessibility and walkability

for all modes of transportation and types of users is an important aspect of a complete transportation system. This aspect is highlighted in the "Complete Streets" section. In order to maintain safe, clean, quiet neighborhoods we must address the impacts of the regional system within Golden. Convenience and community amenities include a variety of transportation options, the quality of these options and what is available to all residents.



West Corridor light rail line under construction in Golden.



SECTION 2

Our existing and proposed transportation system

This section details and discusses the existing transportation system, our community expectations for the system and any proposed changes or additions.

Regional Transportation - Current System

The City of Golden is nestled against the foothills of the Rocky Mountains, with regional access to I-70 which runs through the southern part of the City and is the primary connection to the mountain communities. Interstate 70 is also one of the primary east /west corridors across the country. The corridor of greatest local significance is made up of 6th Avenue (US 6) as a regional roadway that heads into town from Lakewood and Denver, State Highway 93 heading north to Boulder from its start at the US 6/State Highway 58 intersection, and State Highway 58 which begins in Golden and connects eastward to the metropolitan area and I-70.

Heavy rail and light rail passenger service into and out of Golden is currently not available. While a heavy rail line exists, it is currently used only for the movement of supplies and materials in and out of Clear Creek Valley. Light rail service (the West Corridor), which will parallel US 6 into Golden is anticipated to be completed in spring of 2013, with an end-of-line station located at the Jefferson County Government Campus. A commuter rail project known as the Gold Line is under construction from downtown Denver with a terminus near Ward Road and I-70 in Wheat Ridge. This project is scheduled to be operational in approximately 2016.

Lastly, Golden has bus service provided by the Regional Transportation District (RTD), which also runs the light rail and commuter rail systems. Five different bus lines, including the GS (a regional line running between Golden and Boulder), connect Golden to downtown Denver and the Boulder area.

Concurrent with the opening of the West Corridor light rail line, a new local circulator bus service will begin in 2013. This service will better serve the community but will likely be offset by reductions in the Route 17 line where it duplicates other service.

Recommended Regional Transportation System

1. Roadways

Interstate 70, C-470, and the commuter rail and light rail projects are likely to remain in their current state (as completed) for many years. These roadway locations are not likely to change and improvements would be evaluated on a regional basis. However, the Golden community continues to seek changes to the portions of Highway 6, SH 58 and SH 93 within Golden to fit the needs and values of the community.

The future design and functioning of US 6, SH 93, and SH 58 is a critical element of Golden's future transportation system. The City of Golden and the community have been struggling for many years with regional pressure to make capacity improvements to these roadways that would create significant negative impacts to the community (often referred to as the "Beltway" project). City Council has repeatedly sought appropriate transportation solutions that accommodate reasonable future regional vehicular traffic levels while mitigating community impacts.

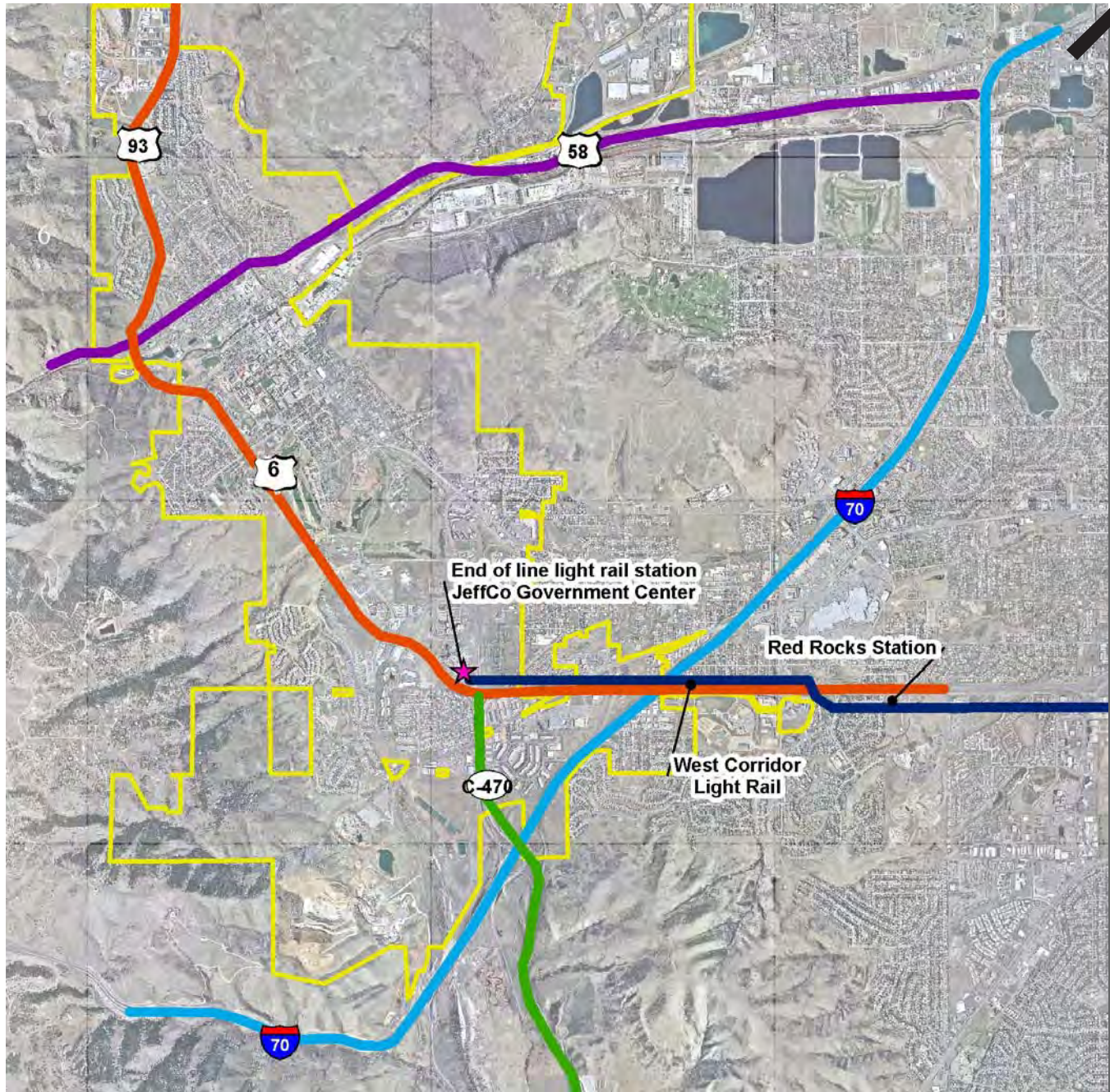


Rendering of future Highway 6 at 19th Street



MAJOR HIGHWAYS AND RAIL CORRIDORS THAT ACCESS GOLDEN

Future Gold Line
Commuter Rail Station at
Ward Road





The basic improvements recommended for these corridors within Golden were first detailed in a comprehensive transportation planning document commonly known as the Muller Plan (Appendix A).

In February 2011, following several weeks of community debate and discussion, City Council took a design and negotiation position regarding the issues related to US 6 and SH 93 as follows:

- o City Council directed City negotiators to continue negotiations with Jefferson County, CDOT, Broomfield, Arvada, and the Jefferson Parkway Public Highway Authority relating to the Jefferson Parkway and to seek refinement of an enhanced Intergovernmental Agreement (IGA) that will provide greater certainty of funding for the priority elements of the Muller Plan. (See Appendix A for these priority elements).
- o City Council identified the minimum design requirements to include:
 - o Maximum four travel lanes (two in each direction) with 45 mile per hour design speed.
 - o Neighborhood access and connections maintained with the intersections and interchanges shown in Appendix A.
- o Noise and other pollution mitigation and monitoring for northern neighborhoods including Mitchell Elementary;
- o Improvements to Highway 93 north of Golden;
- o Improvement of other arterials outside the city limits to disburse traffic;
- o Provisions for no non compete agreements that will impact travel on other alternative roadways that serve the area;
- o Requires COOT be a part of the process and agreement;
- o Addressing Rocky Flats contamination issues particularly during construction if it occurs;
- o Addressing timing of key roadway improvements in Golden and sequencing of those improvements before parkway construction begins.
- o City Council further directed the City Manager to work with the city's attorneys to develop options for the City to challenge the Jefferson Parkway approvals in court in the event that negotiations do not timely and adequately progress in a fashion that protects the City's position.



Proposed State Hwy 93



2. Transit

Although not currently anticipated by the Regional Transportation District, the potential future extension of the Gold Line transit corridor from the currently planned terminus in Wheat Ridge to downtown Golden, or a potential future West Corridor extension from the planned terminus at the Jefferson County Administration Building to downtown Golden, will affect longer range planning for downtown Golden. If such an extension may become feasible in coming generations, it would be helpful for the community to consider the option in an East Downtown Neighborhood Plan. Having a rail connection from downtown Golden to downtown Denver and Denver International Airport (DIA) would make a big difference in the use and character of our community. While it may not be possible to identify or reserve a corridor for such an extension, it must be considered in the neighborhood plan.

While there is currently an express bus service between Golden and Boulder, there may be a need for more frequent and/or higher capacity transit service that connects the two communities in the future. This should be a consideration when discussing longer term regional transit issues and any land use planning along the corridor.

The third element of the regional transit system that may significantly affect Golden in the future is the potential for a high speed rail system essentially along I-70, connecting Denver International Airport to Eagle County. Early conceptual planning for this facility identified a west metro station in the vicinity of the intersection of US 6 and I-70. If this type of a facility ever became feasible, it could have a dramatic effect on the commercial and business park areas in southeast Golden known as Interplaza and Corporate Center.



It could also create a significant opportunity for an additional West Corridor station, and a direct connection between the West Corridor light rail line and the high speed facility. Within the period of 2012 through 2020, Golden should be ready to substantially participate in further regional studies, and take a leading role in the location and design of the west metro station, as well as the possible future land use changes spurred by such a station. These changes will include incorporating multimodal transportation infrastructure, with an emphasis on pedestrian and biking facilities that offer a choice in transportation modes providing convenient and reliable alternatives to driving to a station area. This planning effort will likely be a separate distinct project from the various neighborhood plans, and will be a substantial effort.





3. Complete Streets

In 2010, City Council adopted the Complete Streets program. The Complete Streets resolution details the City's commitment to making City streets functional and safe for all modes of transportation. A complete street takes into account vehicles, pedestrians and cyclists, allowing room for all modes of transportation to move safely on the same street. Within the right of way, a narrower lane of traffic for vehicles encourages a slower rate of speed. By indicating a space for bicyclists, whether in a bike lane or "sharrows" within a lane, it allows all users to clearly see where users of each mode of transportation should reside, making sharing the road safer. A detached sidewalk, with a landscaped area between the roadway and pedestrians also helps to make both the pedestrian and driver feel safer as they travel down the same street. A separation both physically and visually makes pedestrians feel safer as they walk, but also creates a pleasant experience for drivers.

One street within the City of Golden that has been transformed into a complete street is Jackson Street between 14th and 24th Streets. Prior to redesign as a complete street, Jackson Street was a wide, 3-lane street. There were no dedicated bicycle lanes and many of the sidewalks were of inadequate width and did not meet current Americans with Disabilities Act (ADA) design standards. Following recommendations from the 2008 Walkability and Bike Master Plan Task Forces, this section of Jackson Street was redesigned to allow for parking, two lanes of traffic, a dedicated bicycle lane and generous new sidewalks. By narrowing the vehicle lanes from three down to two, it allowed for the installation of the dedicated bike lane and wider sidewalks.

Installing a complete street on every public road in Golden would not be feasible, but there are individual sections on major corridors throughout Golden that have a higher priority for this type of improvement. Figure 1 indicates the complete street corridors adopted by City Council by Resolution 2059. As shown in the figure, segments along Colfax, Heritage Road,

Ulysses, South Golden Road, Ford Street and North Washington are shown as future complete street projects. The addition of a complete street in these areas would support and benefit any redevelopment that may occur. Neighborhood plans all recommend that Council consider investing in such improvements as funds become available. Specific recommended projects include:

North Washington Avenue from 6th Street to SH 93.

An interim and future project for South Golden Road from the high school area roundabout to Johnson Road.

An interim and future project for Heritage Road from US 6 to US 40.

Various US 40 projects within City limits.

Washington Avenue from 14th to 19th Streets

Ulysses Street from US 6 to South Golden Road



*Top: Jackson Street before Complete Streets treatment
Bottom: Jackson Street After Complete Streets treatment*



FIGURE 1





4. **Community Level Transit and Paratransit**

Golden is anticipating the opening of the end-of-line light rail station at the Jefferson County Government Center in spring of 2013. With the addition of light rail service to Golden, it will provide an alternative form of public transit into metro Denver, and eventually to Denver International Airport. This addition will potentially increase the number of users for RTD, not only in the light rail service, but also for the bus service. The City of Golden was awarded a funding grant in 2010 for a circulator bus that would provide additional service to other parts of Golden from the light rail station for the period of 2013 through 2017, and likely continuing thereafter.

In providing local bus service, RTD is continually evaluating ridership, population changes, and opportunities, within available resources. Accordingly, the bus transit system depicted in Appendix C is subject to change.

In addition, RTD operates two additional transportation options, the Access-a-ride program for disabled users and Senior Ride which is available for users over the age of 65. The Access-a-ride program provides local transportation for people with disabilities. They aim to help individuals who cannot access the fixed bus route or light rail system to travel around the metro area. Access-a-ride is available on the same days that the fixed-route bus service is available. This service is available in Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas and Jefferson counties as long as the starting point and the destination are within $\frac{3}{4}$ of a mile of any RTD stop.



The Senior Ride program is available to groups of seniors that request transportation to and from events sponsored by RTD. Both of these programs are available for a small fee and provide freedom for people with disabilities and seniors to travel around the metro area at their convenience.

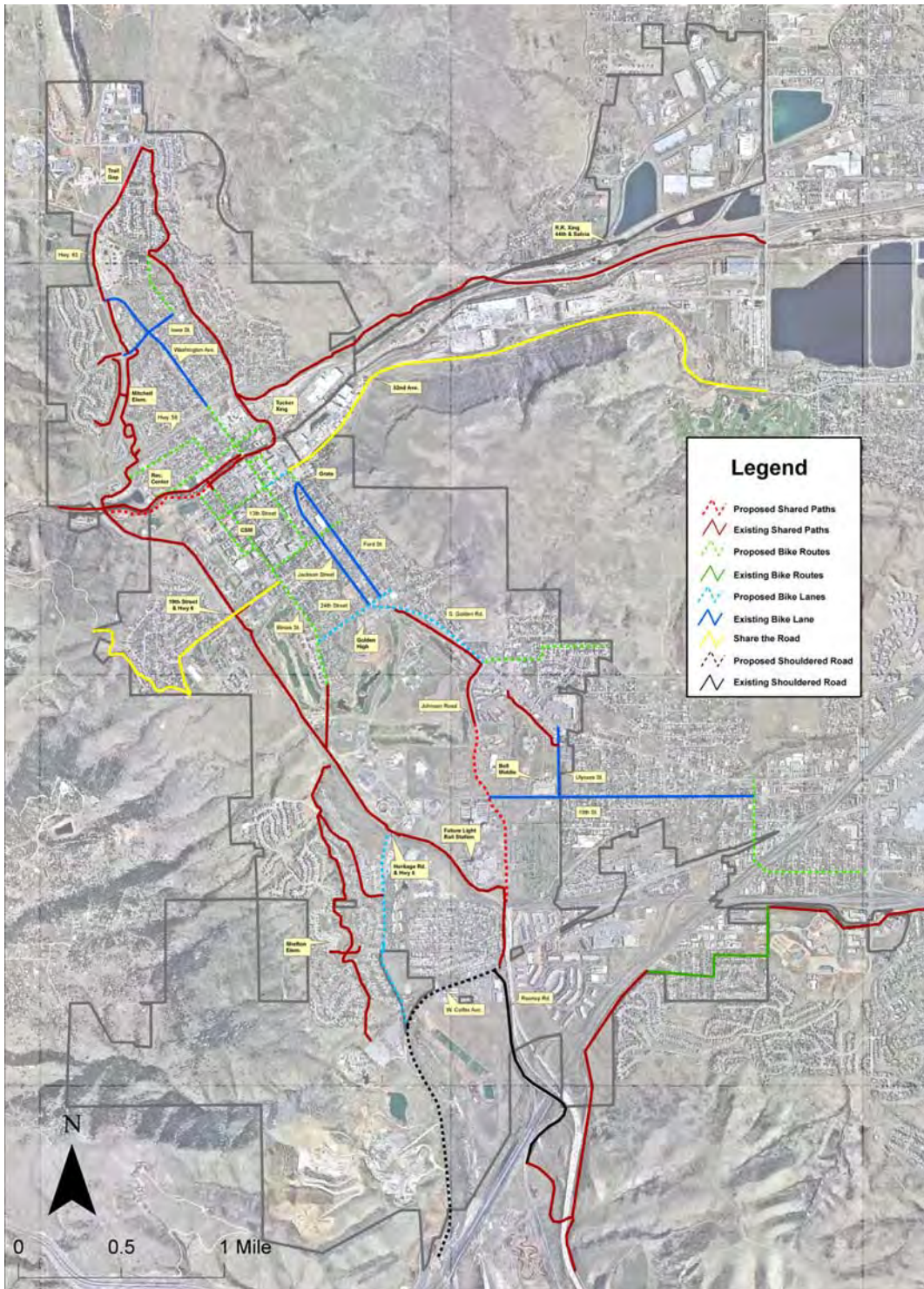


5. **Bikeability and Walkability**

A successful integrated transportation plan must also consider bicycle users and pedestrians both as specific modes, and in terms of connections to other transportation modes. Improving existing streets to the complete streets standard is one aspect to providing quality and safe routes for bicyclists and pedestrians. The other portions of this system are off-street trails. Trails parallel to major roadways, through open space and neighborhoods provide a consistent form of transportation. In 2010, Golden had about 24 miles of bicycle and pedestrian trails within City limits, many of which connect to regional trails. The connection between biking and walking on trails to the sidewalks or bike lanes on City streets will provide an additional layer of connectivity for these users to access bus routes and provide access to the light rail.



FIGURE 2
2010 Bike and Pedestrian Trail Map
Existing and Proposed Trails





SECTION 3

Managing Our Transportation System

As we walk, bike, drive and ride in other vehicles throughout the community, our common desire is to have smoothly operating, well maintained elements of an overall transportation system that allows us maximum mobility with safety and convenience. Realization of this goal relies in large part upon the operations and investments of local and regional players including the City of Golden, RTD, CDOT, and the Denver Regional Council of Governments (DRCOG) along with various federal agencies. Generally, the roles of the above entities can be described as follows:

The **Regional Transportation District (RTD)** operates bus service in and around Golden as well as para-transit service under the Access-a-ride and Senior ride programs. Through fees and tax support, RTD is responsible for all operations and management of their system. RTD also operates the light and commuter rail systems being implemented in the metro area, including the West Corridor and Gold Line projects currently under construction. RTD will be the operator and funding partner for the local circulator bus service to begin in 2013.

The **Denver Regional Council of Governments (DRCOG)** operates a metro area van and carpool program and also serves to award a portion of federal transportation funds to jurisdictions and programs in the metropolitan planning area.

The **Colorado Department of Transportation (CDOT)** manages and maintains the state and federal highway systems within the state, and also controls various transportation funding sources. Within Golden, CDOT is responsible for operations, maintenance, and improvement of I-70, C-470, US 6, US 40 (Colfax Avenue), State Highway 93, and State Highway 58. While the City may propose improvements to these roadways, and may even offer to fund improvements, CDOT retains control and operations of the state system.

Within the realm of the system elements under City control, there are also a number of on-going tasks and responsibilities:

City Council annually budgets capital improvement dollars for asphalt and concrete replacement. This most visible element of maintenance is based upon a detailed pavement management system that evaluates the quality and condition of all city streets and determines the most cost effective investment areas to best maintain roadway integrity for the entire system. Budgeting adequate funds for this activity on an annual basis is one of Council's prime infrastructure responsibilities.

The **Public Works Department** administers the above mentioned asphalt and concrete replacement programs along with several other programs and services including:

- Snow and ice removal to keep our streets safe and passable in the winter
- Street sweeping and cleaning operations
- Maintaining over 4560 street and traffic signs for direction and safety
- Pavement markings and striping
- Street patching and pothole repair
- Maintenance of street edges and street drainage
- Contract maintenance for traffic signals
- Administering our Xcel Energy contract for street lights.

In addition to the above projects, the **Public Works staff** and **GURA** maintain downtown public parking lots, parking structures, and the **Police Department** manages our parking enforcement program. On street public parking downtown totals approximately 400 spaces, while spaces in downtown public lots and structures total about 800.



Parks and Recreation, Public Works and Planning staff coordinate efforts to improve bike and pedestrian facilities within and connecting to public properties, to study transportation demand strategies (TDM programs) and to plan possible future investments.

Pursuant to City Council's direction, the **Citizens Sustainability Advisory Board** and various staff work to identify strategies and programs to encourage reductions in vehicle miles traveled (VMT) by the community and the City organization.

Lastly, **City Council**, with input from the community, task forces, and boards and commissions, budgets available funds to invest in additional enhancements to our transportation system including roadway projects like the 2010 Jackson Street corridor, trail and sidewalk projects, and future projects including the new pedestrian bridge at the light rail station and Golden's contribution to the local circulator bus to begin in 2013.

With all of the "moving parts" and players operating and implementing our transportation systems, City Council recognizes that there may be ways to increase collaboration and communication within the City and with other entities. Such increased collaboration and communication is one of the goals of this integrated transportation plan.

GOLDEN'S TRANSIT SYSTEM AT-A-GLANCE

- 85.35 miles street centerlines
- 24 miles of trails
- 11,848 miles of snowplowed roads in 2010
- 6,205 miles of roads swept in 2010
- 248 signs installed in 2010
- 258 signs removed in 2010
- 4,560 signs inspected in 2010





SECTION 4

Funding Our Transportation System

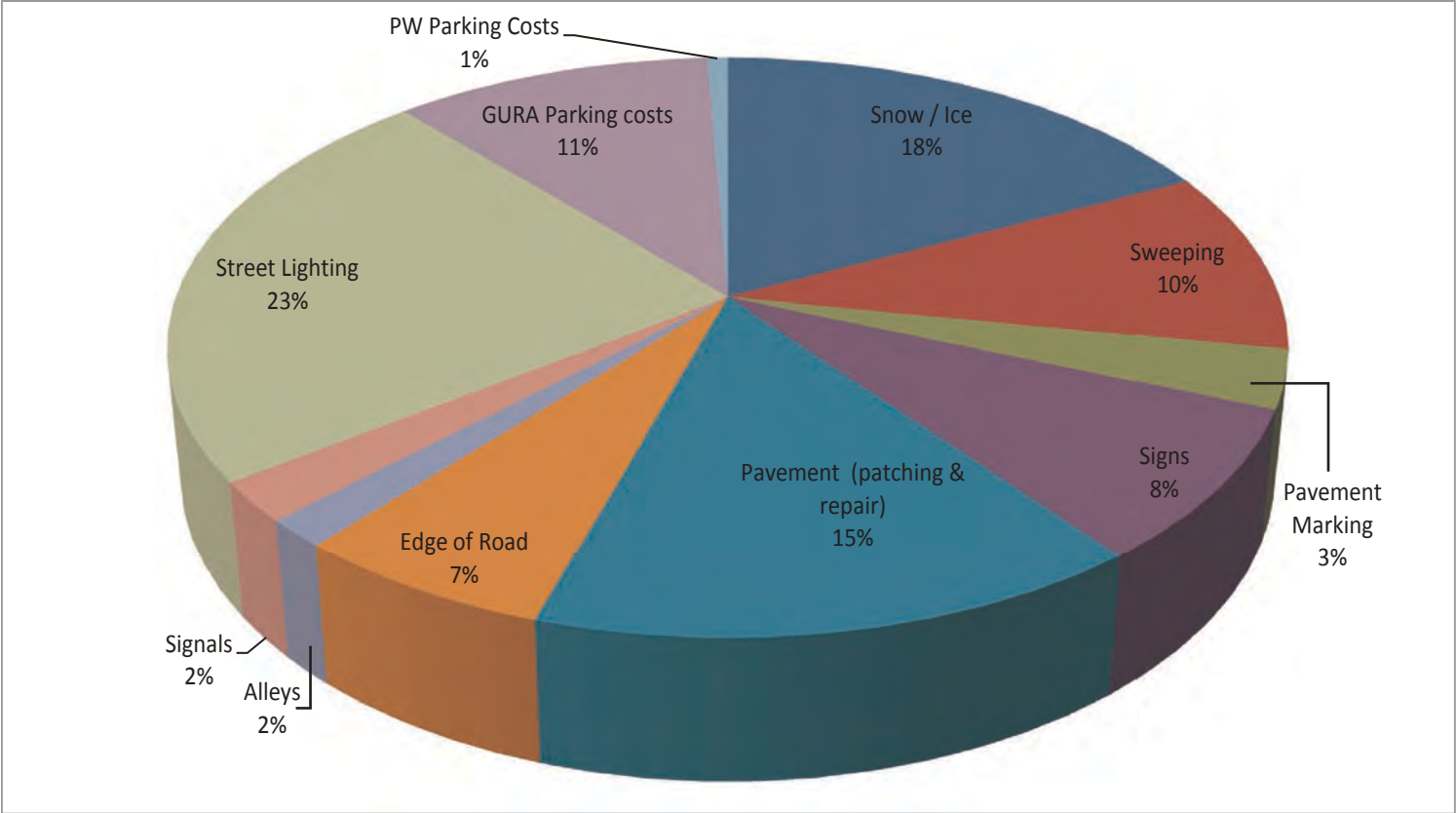
This initial phase 1 report regarding our Integrated Transportation System is intended to present the current status of the City controlled elements of the system as well as some recommended enhancements. In the future, this report will be used as part of our planning process regarding how we intend to handle our parts of the system in the future.

In order to understand the fiscal implications of the City's transportation efforts, it is instructive to consider the overall City costs associated with transportation, as well as the trend over the past years.

Figure 3 contains a detailed breakdown of all of the City's 2010 operational cost items.



Figure 3 **2010 Operational Costs**



2010 Total Operational Costs: \$1,149,256



Figure 4 shows these 2010 operational costs as well as the 2010 annual concrete and asphalt replacement program, and 2010 investment in new projects. With the investment in the Jackson Street corridor, both the new investment level and the total investment is quite high.



Figure 4
2010 Total Transportation Costs
\$4,906,247

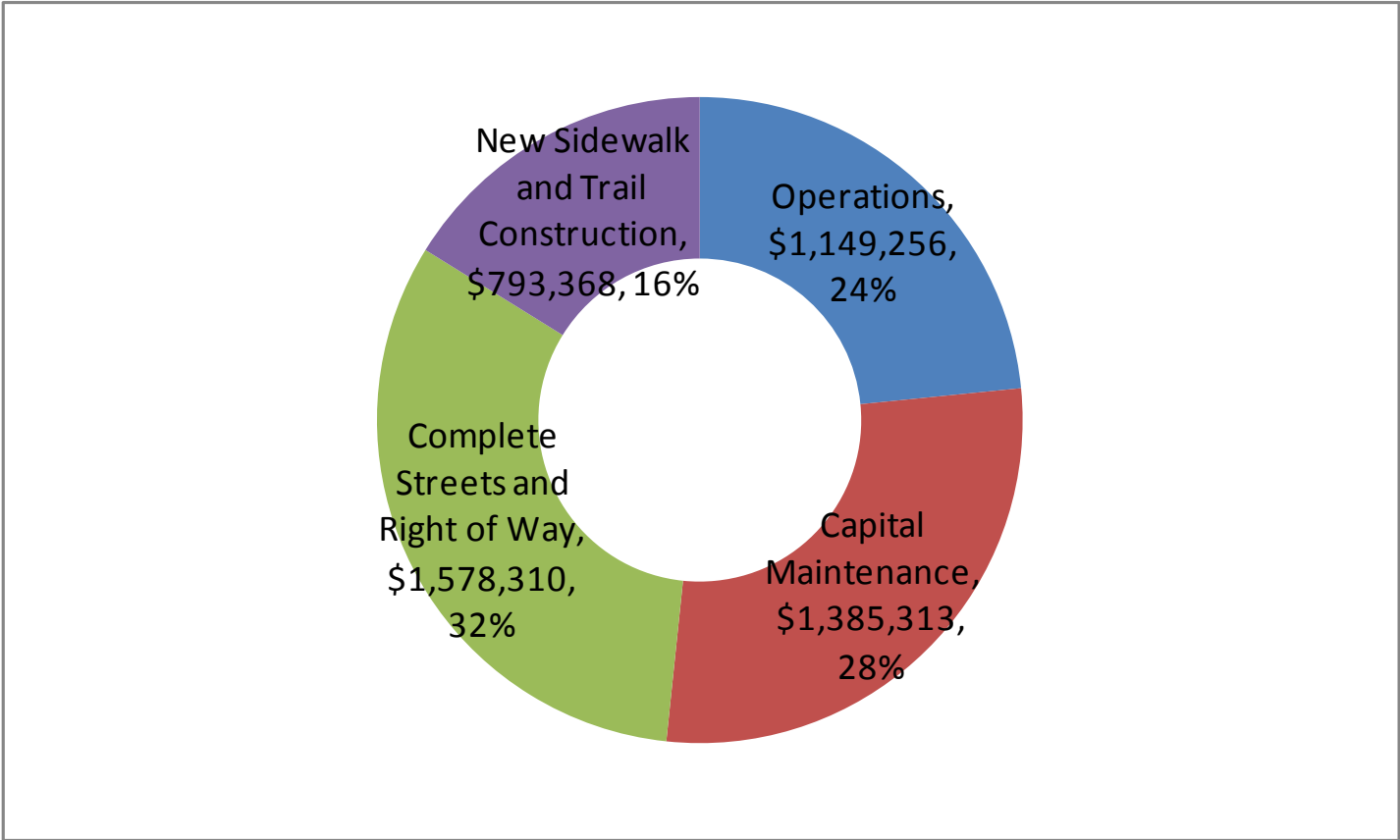


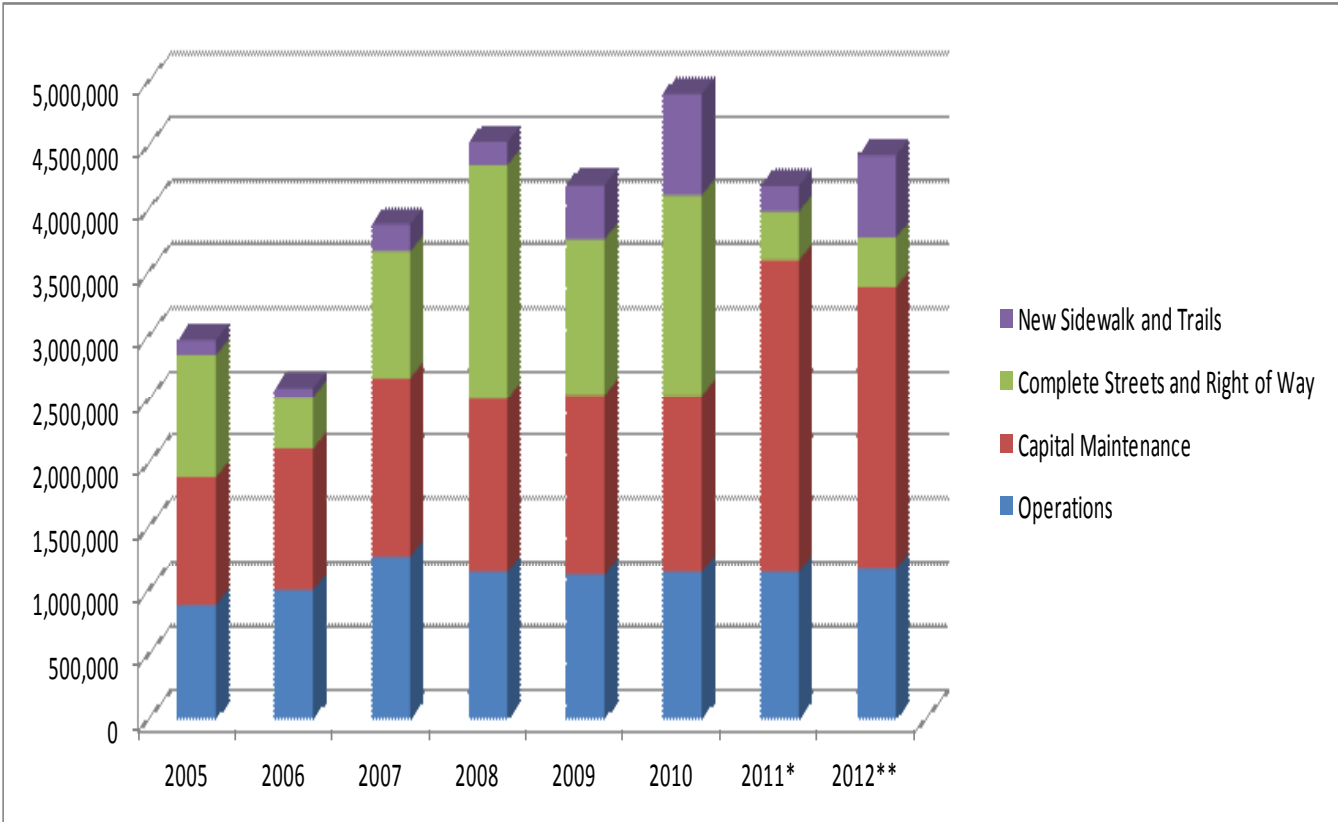


Figure 5 shows the trend from 2005 through 2012, with the costs aggregated into three main categories, transportation operations, capital maintenance, and new capital investment. New capital investment is divided into two sub categories; 1) complete streets and right of way purchases, and 2) new sidewalk and trail construction.

Golden’s share of the new access road on the county campus was the only new roadway or capacity project that occurred in this period. Complete streets investments improved existing street and bridge segments. Since complete streets projects have a very strong pedestrian and bike focus, the overall emphasis on alternative modes is remarkable.

Figure 5

Total Transportation Costs 2005-2012



* Projected 2011 costs

** Estimated 2012 costs



Figure 5 also does a good job of portraying a longer term trend of capital maintenance and capital investment. Figure 6 lists the various projects that make up the complete streets/ right of way, and new sidewalk and trail categories of new capital investment for the last 10 years. Taken as a whole, the collected information demonstrates a few likely conclusions:

- Operations costs tend to be relatively constant over the period. It is likely that current and past increased efficiencies will only partially off-set any system increases. It should be noted that snow and ice removal does fluctuate more than other operations components based upon weather.
- Capital maintenance (asphalt and concrete replacement and signal upgrades) has increased over time, with a substantial increase in 2011 and beyond, due to the prior severe winters and the impacts on pavement condition.
- Projected future capital maintenance costs

should be the primary component of any discussions about our future transportation system. The on-going demands of any infrastructure system should be considered in any new investment, and the case for Golden's transportation system is that very careful evaluation of operations and maintenance implications should be a formal part of any investment decision.

- New capital investment fluctuates a lot over the period, as larger projects tend to focus more investment in certain years.
- A significant percent of new capital investment in this period consisted of the right of way purchases for the potential relocation of SH 93.
- The amount invested in new sidewalks and trails during this period is a significant percentage of the total new investment, showing Council's strong commitment to that category.



Figure 6
Specific New Investments

**Complete Streets and Right of Way Investment
2002- 2012**

Hwy 93 Right of way Property (Kilgroe)
Johnson Road Signal/So Golden Road Landscape
Corporate Center Access
Traffic Calming (several years)
6th & Indiana Interchange
Washington Ave Bridge (roadway portion)
Hwy 93 Right of way Property (Peery)
44th & McIntyre
Jackson St. Corridor Complete Street
N. Washington SH 58 to 6th
West Corridor Match (Jeffco access road)

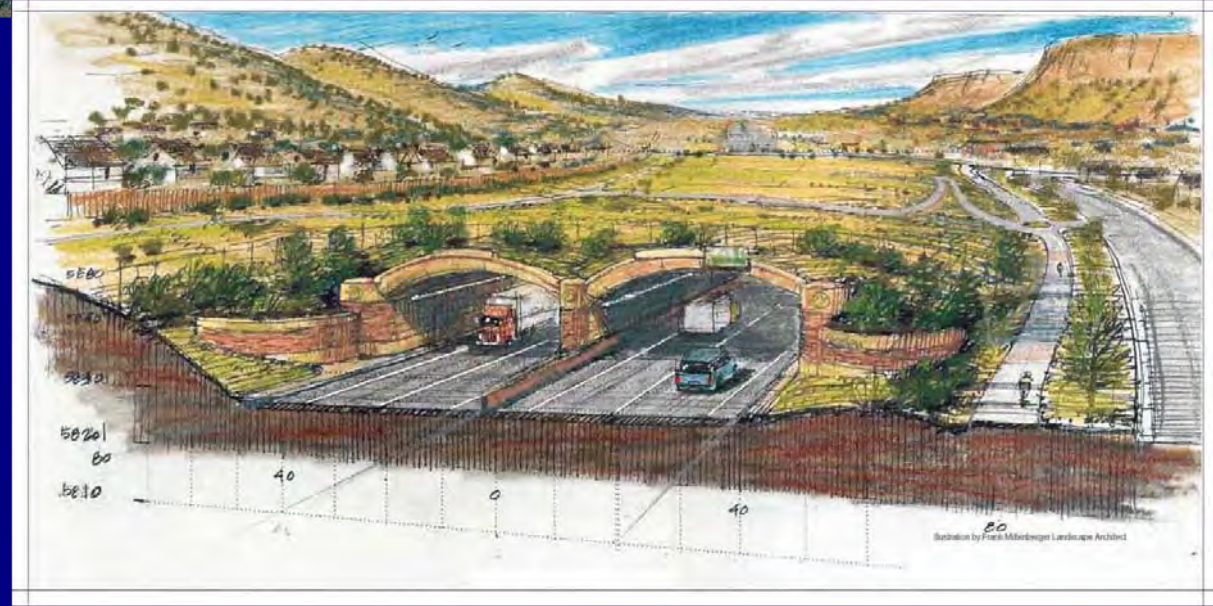
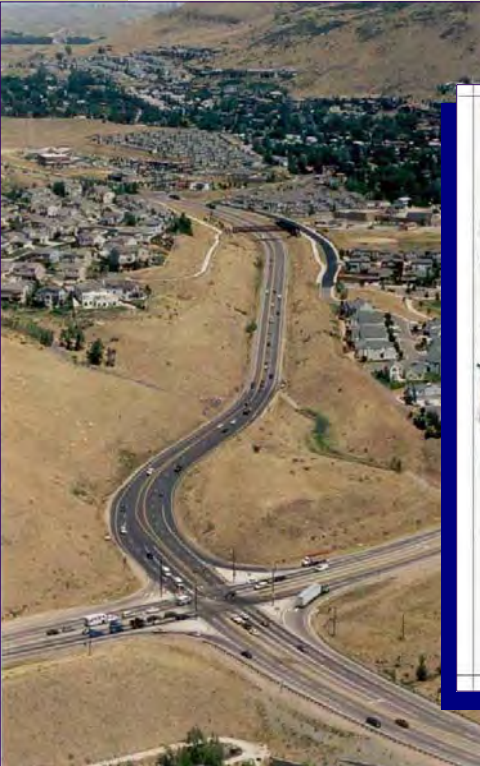
New Sidewalk and Trails 2002- 2012*

Trail/Bridge General (every year)
Kinney Run Trail
Norman D Park Trail
US 6 Regional Trail Connection
N. Washington/58 Interchange ped bridges
Washington Ave Bridge (ped bridges)
Clear Creek Trail enhancements
Johnson Road/Splash Trail
Illinois Park Trail
Clear Creek Ped Bridge/South Trail
School Zone Walkability
Misc. Walkability

* Does Not Include Jefferson Bikeway

APPENDIX A

Muller Plan



GOLDEN'S PLAN

For the Highway 6 & 93 Corridor



City of Golden

MULLER



City of Golden

911 Tenth Street, Golden, Colorado 80401
Telephone: 303/384-8000 • Facsimile: 303/384-8001
www.ci.golden.co.us

November 2003

One of the critical issues facing the Denver metro area today is traffic management. And as the region continues to grow, so will this issue.

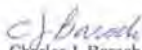
Golden has a distinguished track record of working with neighboring communities, Jefferson County and the state to find sensible solutions to regional traffic issues.

- Golden participated in the W-470 Authority which was created by an Intergovernmental Agreement in 1987. That agreement was dissolved after the defeat of the 1989 effort to impose a \$10 fee on auto registrations to fund the start up costs of toll road construction.
- From 1991 - 1996, Golden worked with Jefferson County, Arvada and Lakewood to design, fund and construct the C-470 connection to US Highway 6. Golden's financial contribution to this effort totaled \$3 million.
- Golden joined forces with Arvada, Broomfield, Lakewood, Westminster, Wheat Ridge and Jefferson County in 1995 to develop a County-wide transportation plan. After much discussion, plans for a beltway were excluded from the plan and agreed to be addressed separately. The County-wide plan was published in 1998.
- In 1998, the City of Golden created a resource notebook for interested parties entitled "The Northwest Parkway - Searching for Solutions" and contracted with HNTB transportation engineers to model the proposed parkway and alternative alignments. The modeling indicated that the beltway would not be the best technical solution.
- In 1999, DRCOG, Jefferson County, Lakewood, Wheat Ridge, Westminster, Arvada and Golden teamed up to fund the Northwest Quadrant Feasibility Study (NWQFS), which concluded in September of 2000 that the beltway would not be the best solution to the traffic issues of the region. The study recommended instead a series of improvements to existing roads including improvements to highways 6 & 93.

Following up on the results of the NWQFS, the City of Golden hired Muller Engineering in August 2002 to study and develop improvements to highways 6 & 93 that could be implemented with the other identified regional improvements to meet traffic needs and still maintain the natural and historic charm of our community. The year-long study included significant input from Golden residents and regional citizen groups, as well.

This executive summary details the findings of the study and Golden's Plan that has emerged as the City's official preferred alternative to the high-speed, six lane beltway proposal.

Golden is proud of the process and outcome of this study and is looking forward to working with other regional leaders on this critical transportation issue.


Charles J. Baroch
Mayor

Purpose of the Study

- Accommodate regional traffic needs on Highways 6 and 93, as defined by the Northwest Quadrant Feasibility Study.
- Find a solution that meets community goals and addresses community concerns.
- Keep costs reasonable (\$35 million per mile or less).



Realigned Highway 93

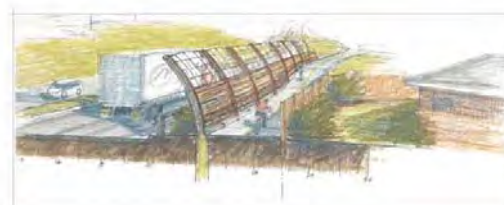
Study Process

In August 2002, Golden hired Muller Engineering to study and develop improvements to Highways 6 and 93.

All aspects of this study were centered around community input. The City sponsored nine public meetings to provide residents the opportunity to weigh in on the designs. Hundreds of citizens participated and generated over 2,300 documented comments which all factored into the final design. Citizen groups were also represented at design team progress meetings.

The Project Timeline

- **Fall 2002:** Held three public open houses to solicit citizen input and establish project goals.
- **Winter/Spring 2003:** Developed design alternatives around public feedback.
- **Summer 2003:** Held two open houses to present design alternatives to the public for comment, which resulted in final recommendations.
- **Late Summer 2003:** Presented Recommended Preferred Alternative to Golden City Council. Held four open houses to present the Recommended Preferred Alternative to the public for comments.
- **October 23, 2003:** Golden City Council adopted the Recommended Preferred Alternative—Golden's Plan—by unanimous vote (7 to 0).



Typical noise barrier and bike path to mitigate neighborhood impacts



Realigned U.S. 6

Transportation Goals

The Northwest Quadrant Feasibility Study (NWQFS) outlined the set of regional transportation improvements needed to increase mobility in Northwest Jefferson County over the next 20 years.

Golden's Plan for the Highway 6 and 93 Corridor was developed to illustrate the transportation facility required to meet the recommendations of the NWQFS for Highways 6 and 93, including:

- Widen the corridor to 4 lanes.
- Improve safety.
- Accommodate the traffic volumes anticipated in 2020.
 - 50,000 vehicles per day on 6.
 - 40,000 vehicles per day on 93.
- Make it easy to accommodate increased traffic volumes beyond 2020.
- Accommodate multiple modes of travel.



Typical Pedestrian Plaza at Grade-Separated Interchange (Highway is beneath pedestrian plaza).

Community Goals

The community's overarching goal was to build a road that is consistent with Golden's natural, historic, and community characteristics. To that end, citizens agreed upon three primary community-related goals:

1. Minimize Noise

- Reduce average noise levels in yards adjacent to the highway to 55 decibels or less. (55 decibels is approximately the background noise level of two or three people having a friendly conversation in a living room.)
- Make the roadway design speed 45 mph.

2. Enhance Neighborhood Connectivity

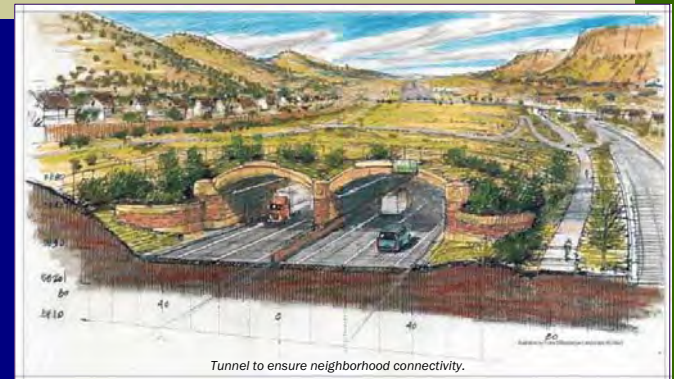
- Make the corridor friendly to pedestrians and bicyclists.
- Connect neighborhoods, schools and parks that are currently separated by the highway.

3. Protect the Natural and Historic Beauty of the Mountain Backdrop

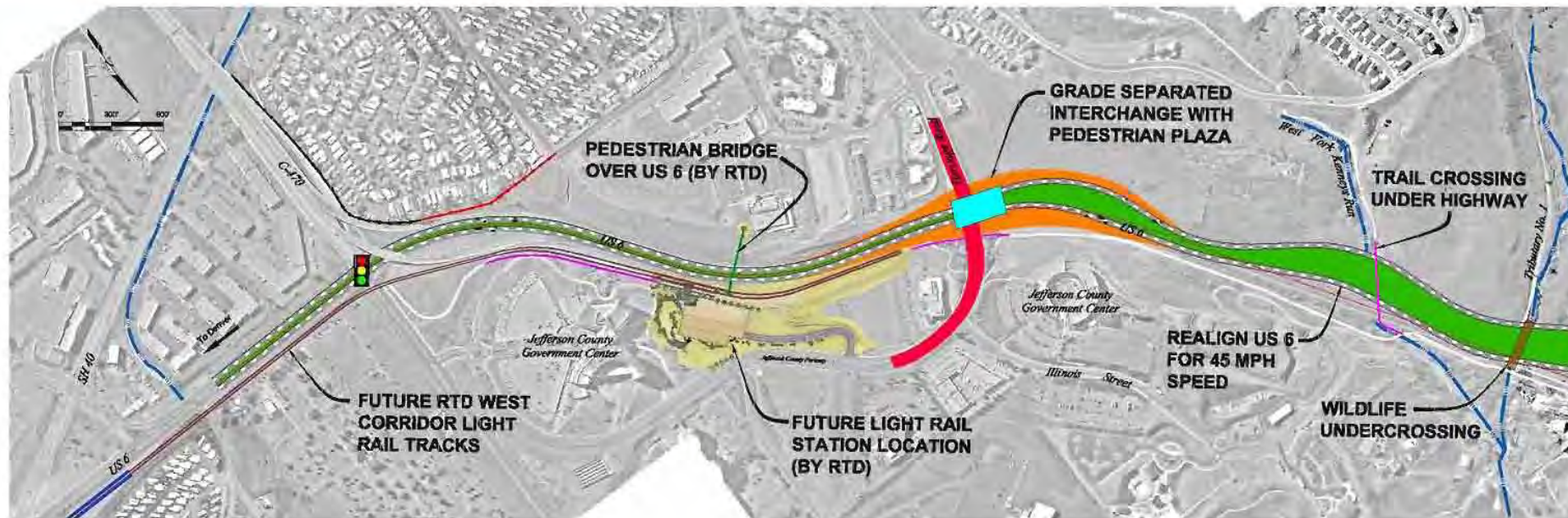
- Preserve views of the mountains and valley from the road.
- Reduce views of the highway from homes.



Typical Transparent Noise Barrier to preserve views.



Tunnel to ensure neighborhood connectivity.

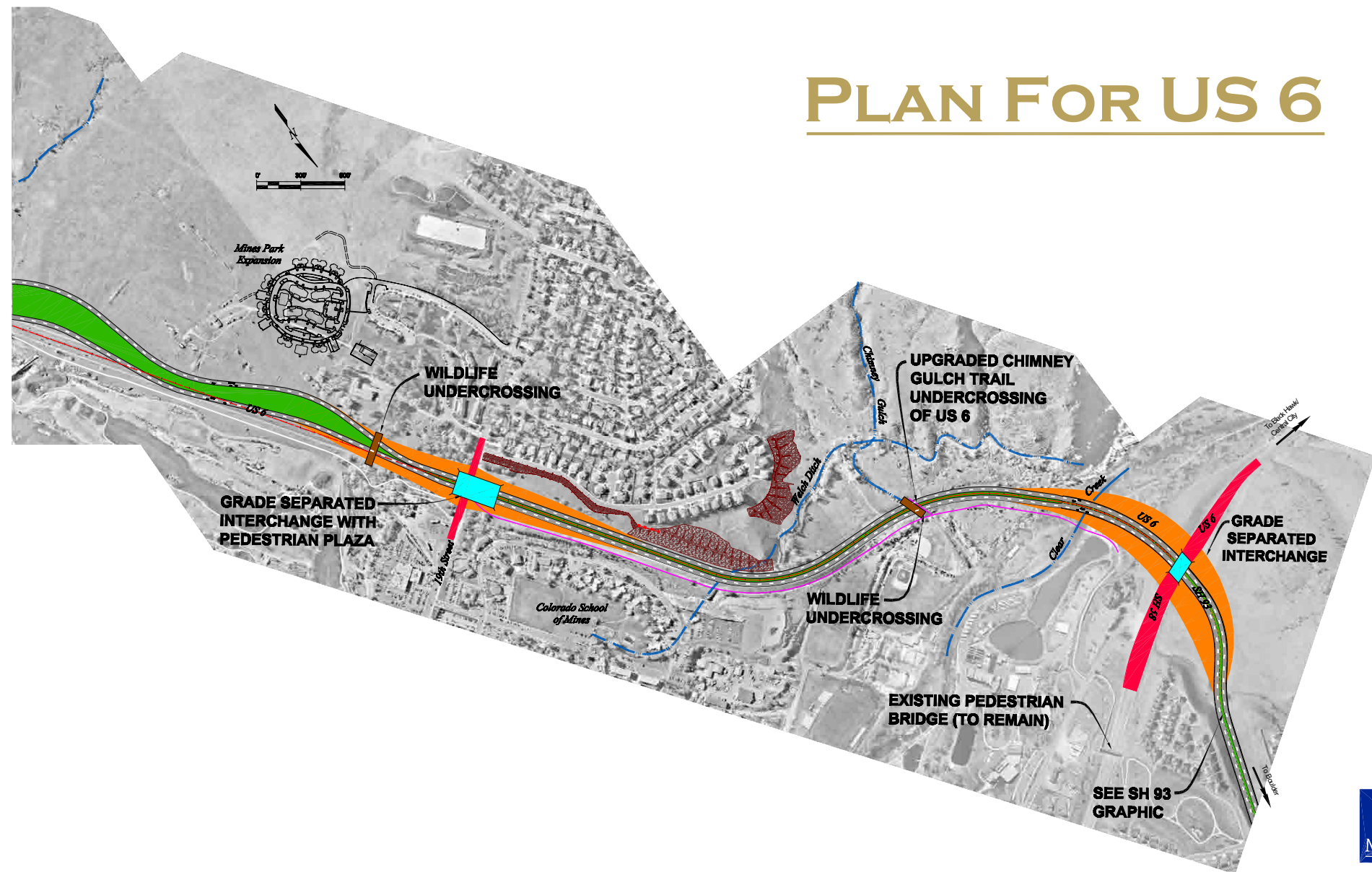


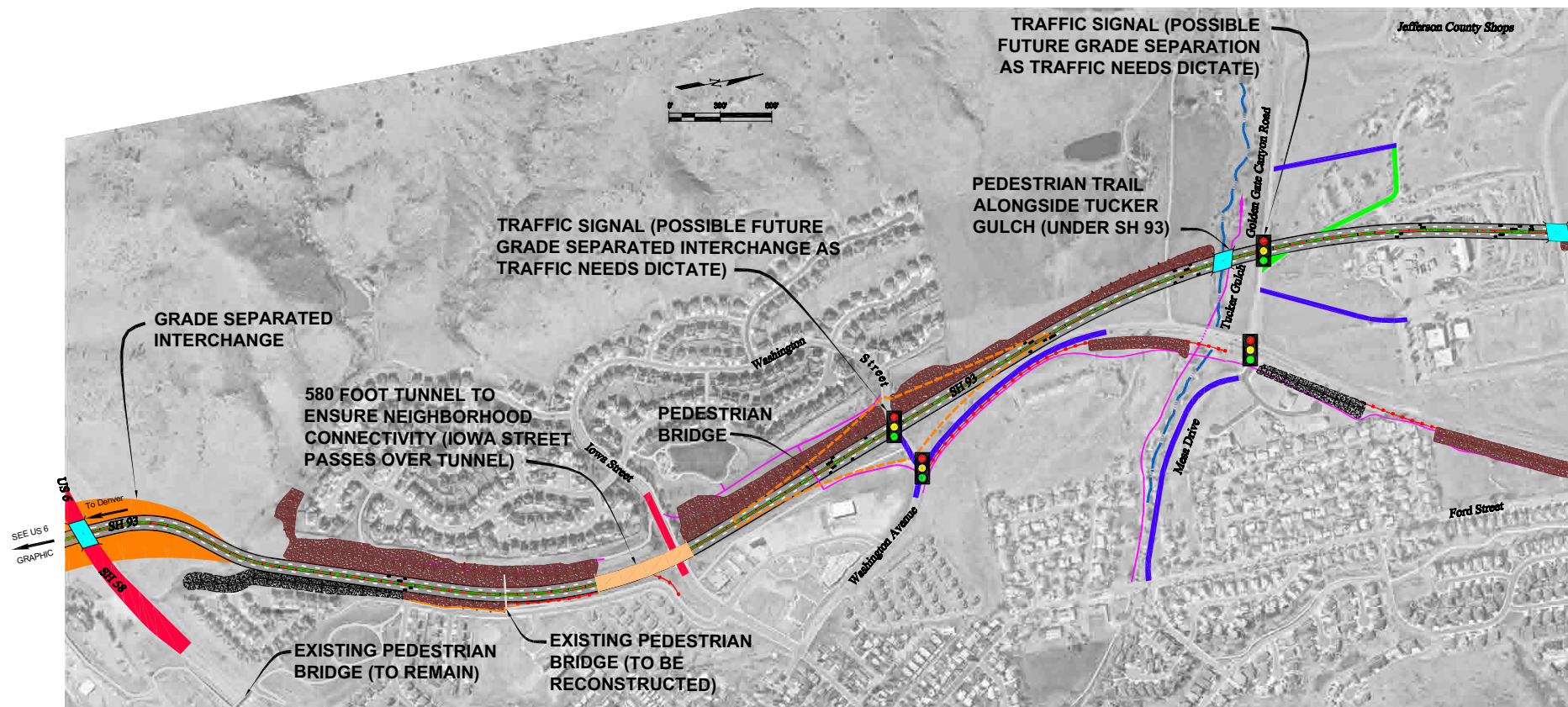
Legend

- | | | | |
|--|-----------------------------|--|---|
| | Existing Berm | | Reconstructed Road |
| | Proposed Noise Berm | | Grade Separated Interchange |
| | Proposed Noise Barrier | | Possible Future Grade Separated Interchange |
| | Existing Noise Barrier | | Signalized Intersection |
| | Proposed Trail | | Wildlife Undercrossing |
| | Proposed Highway | | Bridge |
| | Grass Median/Landscape Area | | Tunnel |
| | New Local Road | | Major Drainageway |

6 & 93 Corridor

PLAN FOR US 6



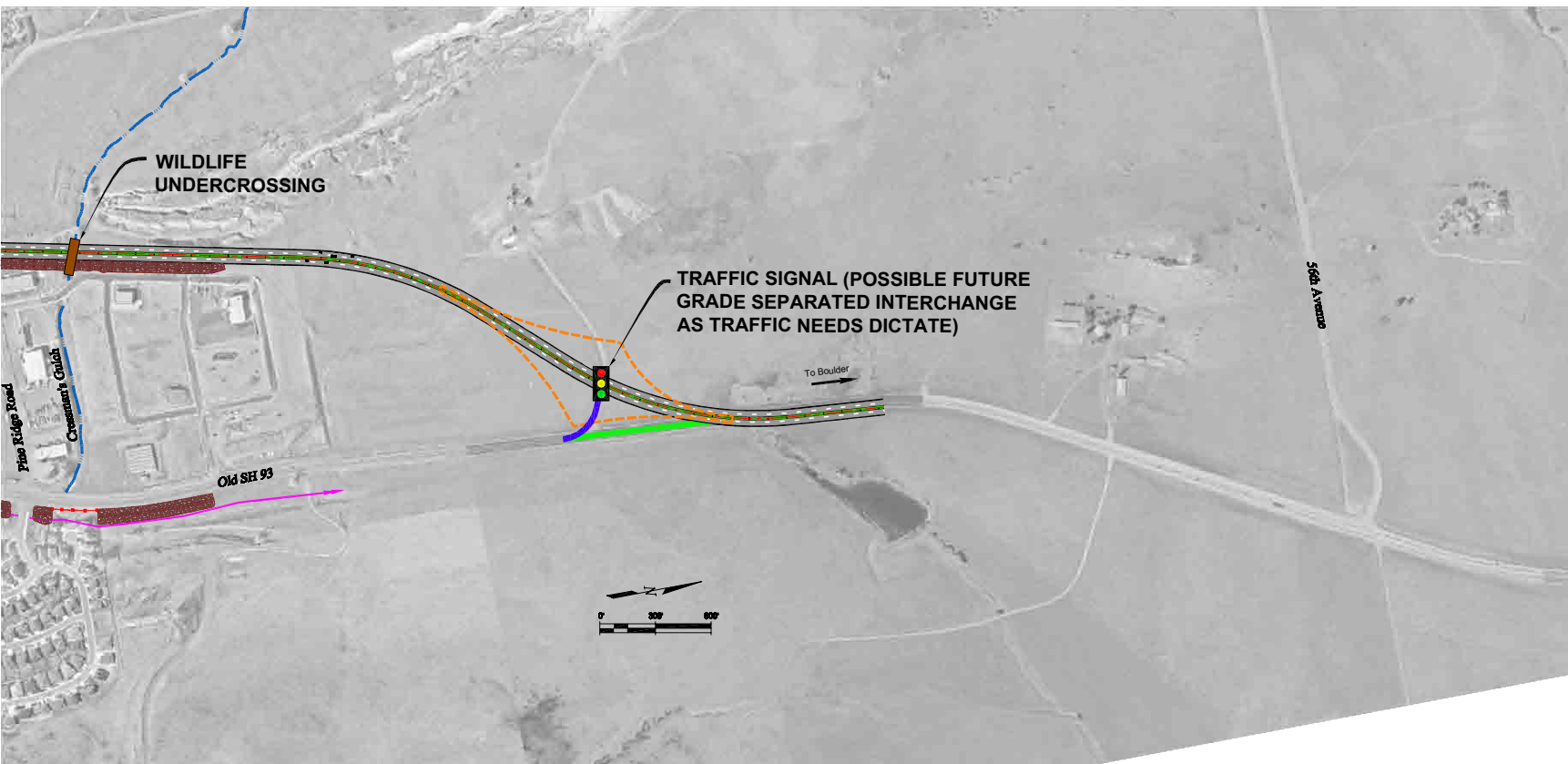


6 & 93 Corridor



Legend

	Existing Berm		Reconstructed Road
	Proposed Noise Berm		Grade Separated Interchange
	Proposed Noise Barrier		Possible Future Grade Separated Interchange
	Existing Noise Barrier		Signalized Intersection
	Proposed Trail		Wildlife Undercrossing
	Proposed Highway		Bridge
	Grass Median/Landscape Area		Tunnel
	New Local Road		Major Drainageway
	Obliterated Road		



PLAN FOR SH 93

APPENDIX B

Complete Streets Resolution

RESOLUTION NO. 2059

**A RESOLUTION OF THE GOLDEN CITY COUNCIL
RECOGNIZING THE ADOPTION OF A COMPLETE STREETS
POLICY**

WHEREAS, the City of Golden City Council recognizes the need to accommodate all modes of travel on City streets, including pedestrians, cyclists, motorists and mass transit riders; and

WHEREAS, the City of Golden seeks to meet the transportation needs of all its citizens by providing road networks that are safer, healthier, more livable and welcoming to everyone, regardless of age and ability; and

WHEREAS, City Council defines complete streets as roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street; and

WHEREAS, Complete Streets are typically designed to include wider sidewalks, pedestrian intersection treatments, bicycle facilities, enhanced landscaping, and transit accommodations; and

WHEREAS, a Complete Streets policy is consistent with the City of Golden sustainability goals and the Comprehensive Plan; and

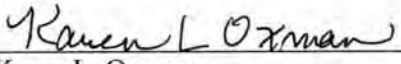
WHEREAS, City Council has identified priority corridors for redesign that have been selected to provide the greatest benefit to the community.

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GOLDEN, COLORADO:

Section 1. City Council hereby establishes a Complete Streets Policy, which directs City staff to accommodate all modes of travel, including pedestrians, cyclists and transit riders, to the highest degree possible when redesigning the public right-of-way.

Section 2. The City Council authorizes staff to employ the approved "Priority Complete Streets Corridors" map, attached hereto as Exhibit A, which identifies those streets with the highest priority for improvement as resources become available.

Adopted this 10th day of June 2010.


Karen L. Oxman
Mayor Pro Tem



Susan M. Brooks
Susan M. Brooks, MMC
City Clerk

Approved as to form:

David S. Williamson

David S. Williamson
City Attorney

I, Susan M. Brooks, City Clerk of the City of Golden, Colorado, do hereby certify that the foregoing is a true copy of a certain Resolution adopted by the City Council of the City of Golden, Colorado at a regular business meeting thereof held on the 10th day of June, A.D., 2010.

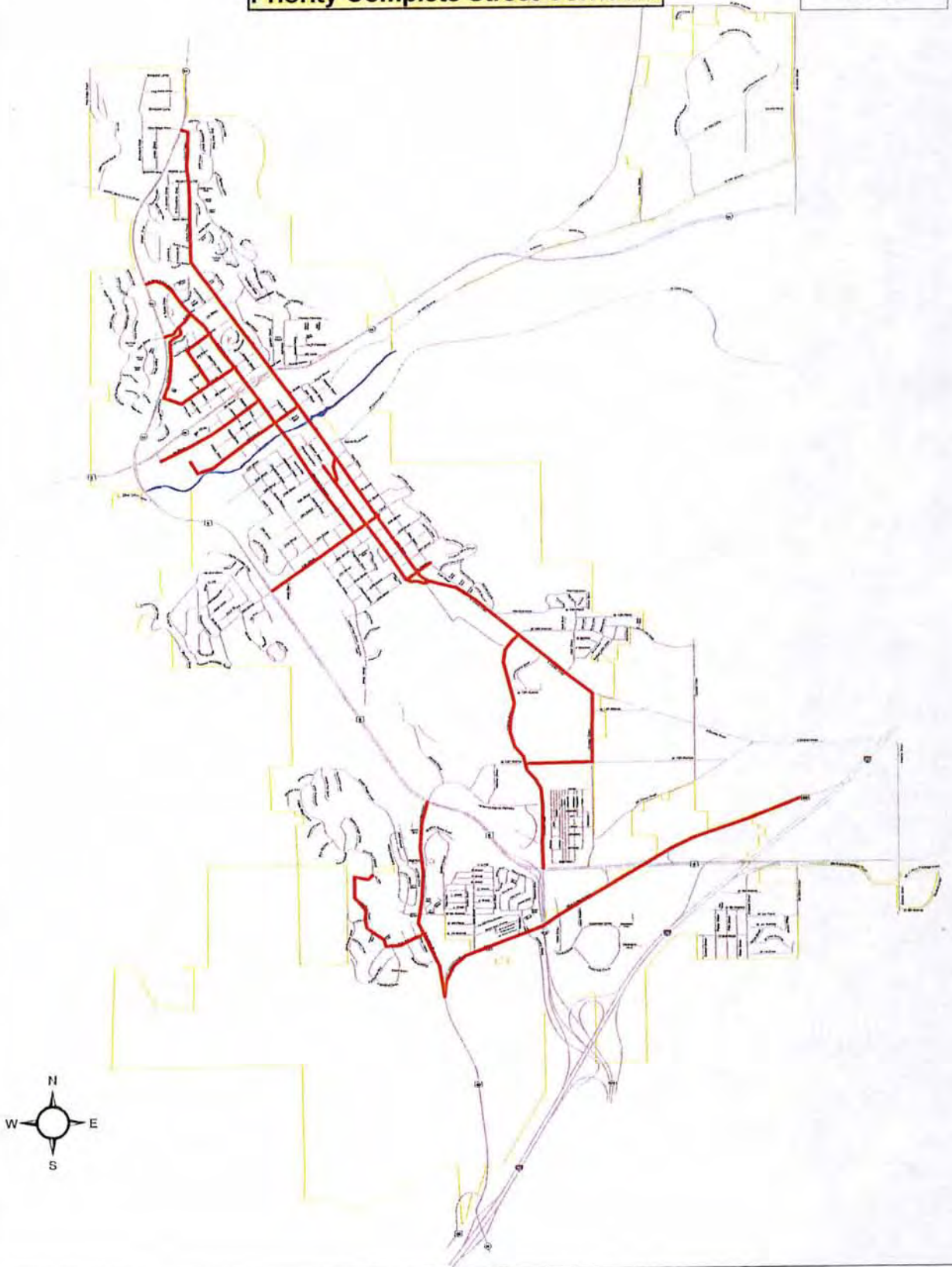


ATTEST:

Susan M. Brooks
Susan M. Brooks, City Clerk of the City of
Golden, Colorado

Priority Complete Street Corridors

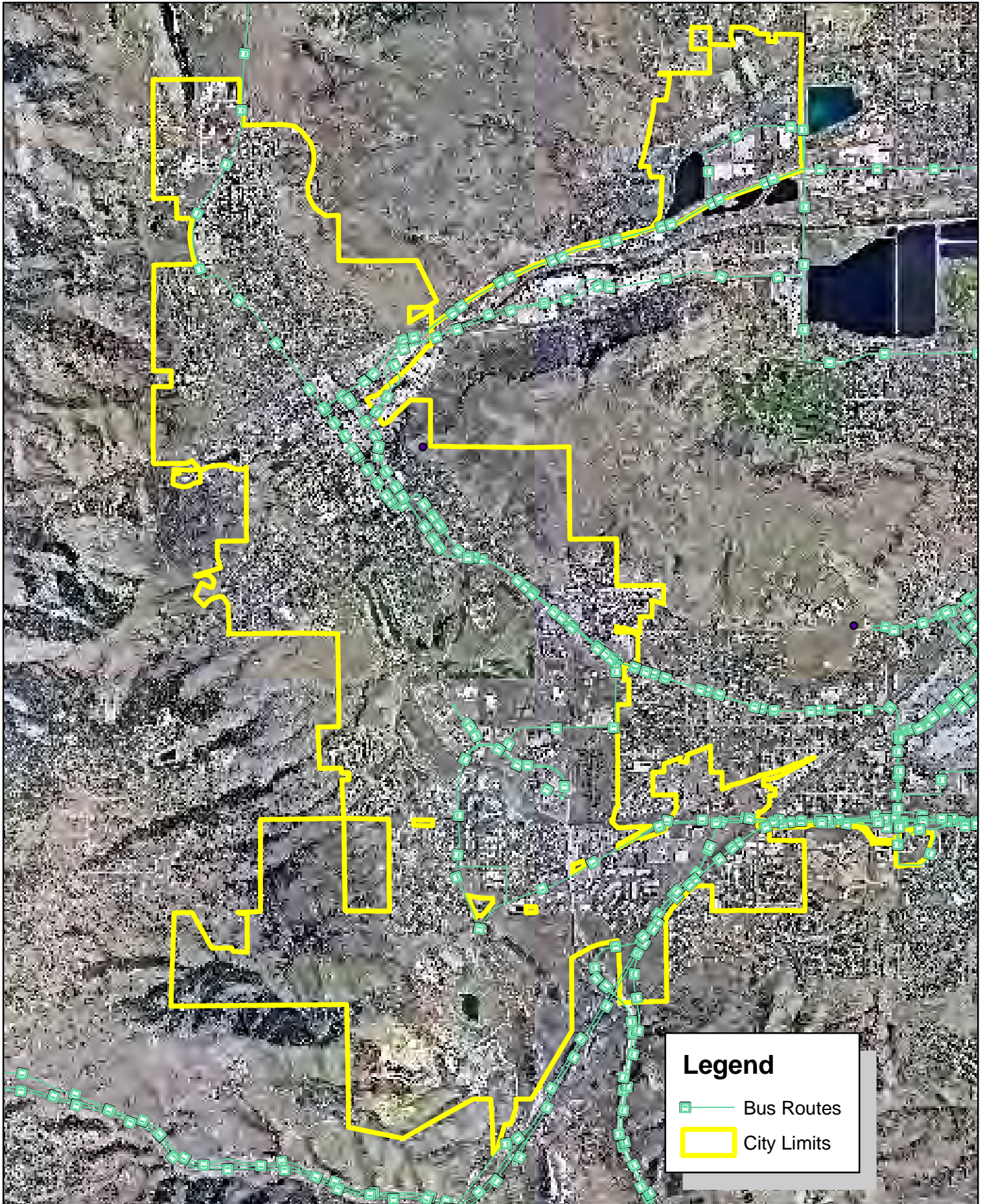
Exhibit A



APPENDIX C

Bus Transit Map

Bus Routes Through Golden



APPENDIX D

2011 City Council Beltway Minutes

**City Council
City of Golden, Colorado
February 24, 2011**

Regular Business Meeting

The City Council of the City of Golden, County of Jefferson, State of Colorado, met in regular session in the Council Chambers, 911 10th Street, Golden, Colorado at the hour of 7:00 p.m.

Roll Call

COUNCILORS: Jacob Smith, Joseph G. Behm, Marcia L. Claxton, William E. Fisher,
Karen L. Oxman, Marjorie N. Sloan, Robert H. Vermeulen

ABSENT: None

Mayor Smith , presiding, declared a quorum present.

Those members of staff also present were as follows:

Michael C. Bestor, City Manager
Susan M. Brooks, City Clerk
David S. Williamson, City Attorney
Daniel J. Hartman, Public Works Director

Approval of Agenda

Councilor Oxman MOVED, and Councilor Claxton seconded, to approve the Agenda.
Voting results were as follows:

YES: Fisher, Vermeulen, Oxman, Smith, Sloan, Claxton, and Behm

NO: None

ABSENT: None

The Mayor declared the motion carried.

Public Comment

There was no regular public comment.

Approval of Minutes of February 10, 2011

Councilor Oxman MOVED, and Councilor Sloan seconded, to approve the Minutes of February 10, 2011.

Voting results were as follows:

YES: Fisher, Vermeulen, Oxman, Smith, Sloan, Claxton, and Behm

NO: None

ABSENT: None

The Mayor declared the motion carried.

Committee Reports/For the Good of Golden/New Business

Councilor Behm reported on the I-70 Coalition meeting, where I-70 corridor issues, the twin tunnels, zipper lanes and mobility improvements were discussed.

Councilor Oxman reported on CML legislative updates related to budget issues. She noted that a representative will need to be chosen for the CML Policy Committee by July.

Beltway Issues Public Comment

Mayor Smith reviewed the process for participating in public comment, as well as the efforts the city and the community have participated in thus far to communicate about the beltway issue.

The following people stated strong opposition to the beltway or any compromise, said to continue fighting and to not give up the litigation option:

Gwyn Green, 197 Canyon Point Circle, Gayle and Perry Helt, 2201 Table Drive, Steve Bell, 189 Eagle Drive, Kelly Fellows, Mountain Ridge resident, Margot Zallen, Lookout Mountain resident representing Plan Jeffco, Andrea Bell, Mountain Ridge resident, Kathy Smith, Beverly Heights resident, Jamie Sheridan, Washington Street resident, Rob Medina, Mountain Ridge resident and CINQ member, Brian Fletcher family, Mountain Ridge residents, Rick Hosley, Mountain Ridge resident and former Sugarland, TX resident, Michael Tamny, Mesa Meadows resident, Edward Nunez, 2318 Table Heights Drive, Tom Reiley, Rimrock resident, David Sandberg, 996 N. Jackson Street, Marcie Miller, downtown Golden resident and former councilor, Marissa Hummon, Mountain Ridge resident, Jim Smith, Fairmount resident and Golden business owner, Paul Carlson, Mountain Ridge resident, Devon Brendecke, 1120 10th Street, Richard Hasbrouck, 12th Street historic district resident, Judy Denison, 1027 9th Street and CINQ member, Marv Morgan, W. Third area resident, and Craig Reeves, Beverly Heights resident.

They cited the following reasons for opposition to the proposed compromise: if Highway 93 were increased to 4 lanes it would establish a de facto beltway, would worsen pollution and noise and would divide the city; the current proposal lacks future vision for transportation in the north area, has no justification, is poorly planned, and neglects connection to other highways, while ignoring needed improvements recommended by the Muller Plan for the surrounding arterials; the agreement would not be a good faith, legally binding agreement, nor would it have secure funding and would implement harmful non compete clauses; it would substantially increase traffic congestion, bring inevitable unwanted and unnecessary development, disturb open space and wildlife habitats, as well as create environmental concerns at Rocky Flats. It was also suggested that the matter should be put to a vote of the citizens.

The following people stated support for negotiating a much stronger binding agreement that explores all options, and secures needed improvements, while still maintaining the option to litigate:

Sheri Champlin, 1904 Mt. Zion Drive, Monica Buhlig, 1818 Smith Road, Saoirse Charis-Graves, 1013 Cottonwood Circle, David Tisch, Parkview Villas resident, Josh Pollock, 12th Street neighborhood resident, Pamela Gould, Lookout View Drive resident, Jack Krajewski, Parkview Villas resident, Paul Jones, 799 Ridge Road, Gage Fellows, Village at Mountain Ridge resident, Hans Ecke, Canyon Point resident, Tim Pasquarelli, 660 11th Street and GGGL member, Ken Jacobs, 1051 Cottonwood Circle, Matt Burde, Rockridge resident, Greg Holden, 1961 Mt. Zion Drive and GGGL member, Dan Green, Mountain Ridge resident, Carol Russell, Beverly Heights resident, Casey Brown, 1310 Cody Trail, Dick Sugg, Mesa Meadows resident, Jane Skoryak, Mesa Meadows resident, Jim Abajian, Eagle Ridge resident, Kathy Hensen Stamp, Applewood resident, Cassie Stumber, 1114 13th Street, Bruce Bacon, Mountain Ridge resident and Alex Dunn, Golden resident.

They cited the following reasons for negotiating a binding agreement from a position of strength: improvements must be made at Highway 6 and 19th Street and also involve surrounding arterials as recommended in the Muller Plan, as well as include improvements for pedestrian access; the agreement must have a reasonable timeline for implementation of improvements that support smart transportation, should include open space and environmental protections, secure funding for the improvements, and must involve other communities in the negotiations process.

Council recessed at 8:50 p.m. and resumed the meeting at 9:00 p.m.

Congressman Perlmutter acknowledged the long-standing efforts to fight the beltway, as well as the imperative to find a way to fund needed improvements. He noted it will be difficult, but not altogether impossible, to get funding requests, and acknowledged that the improvements are a worthy project.

Deborah Williams, town of Superior resident and trustee, stated that Superior opposes the Jefferson Parkway. She listed the top 5 reasons for opposition: No. 5. Parkway is a highway-based transportation plan, not a multi-modal or smart growth plan; No. 4. There is no plan to connect either end with other major highways, but rather dumps traffic onto arterial roads that can't support higher traffic volumes and leaves communities to deal with the resulting problems; No. 3. Driving force for toll road is for development; No. 2. There is no concern for environmental impacts or plans for studies; No. 1. Proposal in front of Golden does not provide enough compensation to complete improvements that would combat negative effects and only promises possibility of partnership with minute chance of being honored. It was also noted that Superior seeks realignment of the parkway so it connects to other major highways away from Superior.

Beltway Issues Council Discussion/Potential Direction to Staff, Negotiators, and/or Attorneys on City Position

The Mayor thanked everyone for their comments. He stated that council will seek a super majority on their decision as to the general direction to be given to staff, negotiators and/or attorneys.

Councilor Vermeulen thanked the many stakeholders for their dedication and hard work over the years on this matter. He stated that the decision facing council is not just a matter of choosing whether to sue or negotiate. He noted that the problem with negotiating without keeping the litigation option open, is

that it takes considerable time to reach a satisfactory negotiation and the parkway could be built before the desired outcomes are accomplished. Jefferson County can say they will support Golden in finding funding, but ultimately they want a beltway. All tools in the toolkit have to be utilized to keep the beltway from moving forward.

Councilor Vermeulen listed eight points of action he would like to see undertaken: 1. Write a letter to Secretary Salazar, similar to the letter the Boulders sent to stop the ROW transfer 2. Reengage neighboring municipalities and rebuild a coalition 3. Educate Jefferson County residents 4. Engage environmental groups 5. Get support of elected officials or find out where they stand 6. Petition the Secretary of Interior together as a coalition 7. Educate investors 8. Stand together with a broad coalition to develop transportation solutions that make sense for the northwest area, especially in getting the much-needed safety improvements for Highway 93. Councilor Vermeulen emphasized the importance of keeping sight of the big picture, said it was time to become leaders again and make clear that Golden means business and will continue to fight for what is best for the community.

Councilor Fisher concurred with Councilor Vermeulen's summary of the issues and the best strategies to follow but noted others must join in the fight. The focus is to keep Golden safe, slow and quiet and to especially protect the north neighborhoods. Pushing for soil testing of Rocky Flats and environmental protection controls, as well as protection of wildlife habitats are also paramount.

Councilor Oxman noted that any action cannot be done in isolation, but must involve collaboration with neighboring municipalities. Sequencing is important in the negotiations to get the desired improvements, as is keeping the litigation option on the table.

Councilor Sloan concurred with Councilor Vermeulen and also agreed that ongoing communication is key to negotiating for a stronger, more specific agreement that achieves the desired outcomes for Golden and surrounding arterials, while preventing a beltway.

Councilor Behm agreed with Councilor Sloan, noting it is important to continue to fight, dialogue and explore every possible option, including litigation. He also stated concerns about the potential for disruption of plutonium dust at Rocky Flats.

Councilor Claxton noted that improving the intersection at Highway 6 and 19th Street is a priority. She stated support for negotiating and collaborating.

The Mayor stated that Councilor Vermeulen's instincts are right about reengaging relationships with allies, petitioning Secretary Salazar about the land transfer, educating citizens and investors, and engaging environmental groups. A stronger agreement has to be pursued through negotiation, while preparing for litigation if necessary. He noted the key points in moving forward: determine certainty of funding and time frame; address concerns in northern neighborhoods regarding pollution and sound mitigation; secure improvements to Highway 93 and surrounding arterials; eliminate non compete agreements, involve CDOT in any agreement, as well as the Jefferson Parkway Public Highway Authority.

The City Manager and the City Attorney summarized the understanding of council's direction and provided the following language for a motion:

City Council directs negotiators to continue negotiations with Jefferson County, CDOT, Broomfield, Arvada and the Jefferson Parkway Public Highway Authority relating to the Jefferson Parkway, but to seek an enhanced IGA that will provide greater certainty of funding for the priority elements of the Muller Plan; addresses noise and other pollution mitigation and monitoring for northern neighborhoods, including Mitchell Elementary; addresses improvements to Highway 93 north of Golden; addresses improvement of other arterials outside the city limits to disburse traffic; includes provisions for no non-compete agreements that will impact travel on other alternative roadways that serve the area; requires CDOT be a part of the process and agreement; addresses Rocky Flats contamination issues, particularly during construction if it occurs; and addresses timing of key roadway improvements in Golden and sequencing of those improvements before parkway construction begins. City Council further directs the City Manager to work with the city's attorneys to develop options for the City to challenge the Jefferson Parkway approvals in court in the event that negotiations do not timely and adequately progress in a fashion that protects the City's position. The City Manager and the City's attorneys shall keep the City Council apprised of litigation options and possible deadlines. The motion does not preclude the use of other strategies by the City to advance the City's position regarding the Jefferson Parkway.

Councilor Oxman MOVED, and Councilor Sloan seconded, that City Council direct negotiators to continue negotiations with Jefferson County, CDOT, Broomfield, Arvada and the Jefferson Parkway Public Highway Authority relating to the Jefferson Parkway, but to seek an enhanced IGA that will provide greater certainty of funding for the priority elements of the Muller Plan; addresses noise and other pollution mitigation and monitoring for northern neighborhoods, including Mitchell Elementary; addresses improvements to Highway 93 north of Golden; addresses improvement of other arterials outside the city limits to disburse traffic; includes provisions for no non-compete agreements that will impact travel on other alternative roadways that serve the area; requires CDOT be a part of the process and agreement; addresses Rocky Flats contamination issues, particularly during construction if it occurs; and addresses timing of key roadway improvements in Golden and sequencing of those improvements before parkway construction begins. City Council further directs the City Manager to work with the city's attorneys to develop options for the City to challenge the Jefferson Parkway approvals in court in the event that negotiations do not timely and adequately progress in a fashion that protects the City's position. The City Manager and the City's attorneys shall keep the City Council apprised of litigation options and possible deadlines. The motion does not preclude the use of other strategies by the City to advance the City's position regarding the Jefferson Parkway.

Voting results were as follows:

YES: Fisher, Vermeulen, Oxman, Smith, Sloan, Claxton, and Behm

NO: None.

ABSENT: None.

The Mayor declared the motion carried.

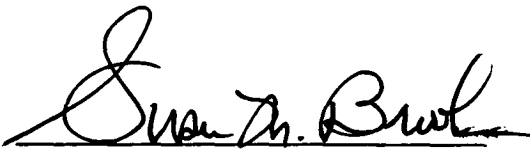
Council/Staff Comments

There were no additional council or staff comments.


Adjournment

There being no further business to come before the Council, the meeting adjourned to the study session at 10:46 p.m.





Susan M. Brooks, MMC
City Clerk

Approved by City Council


Jacob Smith
Mayor

APPENDIX E

2010 Task Force Implementation Report



2010 Status Report Regarding City of Golden 2008 Citizen Task Forces

EXECUTIVE SUMMARY

The City of Golden's 2008 Citizen Task Forces provided the opportunity for a group of residents to study a specific issue in depth for a limited period of time, and to make recommendations to City Council for policy and investment actions. The three task forces were a significant success in broadening public input and participation. As detailed in this report, the task forces for "Walkability", "Housing Affordability", and to update the 2003 Bicycle Master Plan made several recommendations in their final reports to City Council. City Council used these recommendations for capital planning and policy discussions in 2009 and 2010. A report on 2009 progress was delivered in November 2009. This document updates implementation efforts through October 2010.

The primary message for the end of 2009 and the 2010 efforts has been the impacts of the great recession that gripped the country during that time, and the impacts on Golden's capital investment activities that may be felt for years to come. In spite of the recessionary impacts, Golden was able to make reasonable progress in 2010, and will strive to continue in coming years.

Summary of Walkability and Bike Implementation Highlights

City Council approved new investment of approximately \$1.6 million for the Jackson Corridor project and continued walkability and bike improvements for 2010, in spite of reduced revenues and recessionary conditions. Notable outcomes included:

- Major Accomplishments: Many projects were completed and some started this year:
 - The completion of construction for the US 6 trail and bridge from 19th Street to Clear Creek, and the joint Green Mountain/ Fairgrounds trail (Golden Bluffs Connector) with Lakewood and Jefferson County.
 - Construction of the very significant Jackson Street corridor pedestrian and bike improvements.
 - Planned completion of the Washington Avenue sidewalk improvements from the SH 58 bridge to 6th Street.
 - Adoption of a "Complete Streets Policy" by City Council in order that road improvements also address the needs of pedestrians, cyclists and transit.
 - Submission of a grant application to fund the pedestrian bridge to connect over US 6 to the light rail station.
 - Continued smaller efforts to promote biking in Golden.
 - The City received the bronze award from the League of American Bicyclists recognizing Golden as a Bicycle Friendly Community.
- Suggested 2011 and 2012 priorities: Based upon the task force reports, some of the projects for potential consideration in 2011 thereafter (as funds become available) would include:
 - Moving forward with signage and pavement markings for bike lanes and routes, including the "green bikelane" along Jackson Street that is also a data collecting project requested by the Federal Highway Administration, and installation of "sharrows" and other pavement markings to delineate shared use areas.

- Connecting the 24th Street improvements east and west from Jackson Street, and South Golden Road improvements from the high school to Johnson Road.
- Starting to design the North Washington improvements.
- Starting to plan for Colfax Avenue and Heritage Road improvements, including possible cycle track or off street path for Colfax linking Heritage Square to Colorado Mills.
- “Bike corrals” for parking downtown during warmer months.
- Seeking other grant opportunities for a pedestrian bridge to connect to the light rail station, if the fall 2010 application is not successful.
- Establishing bike count system to track bicycle traffic annually per the Council metrics program.
- Communication efforts regarding behaviors to enhance safety for all users (motorists, bicyclists and pedestrians).
- Work with Police Department on enforcement issues and training.

Summary of Housing Affordability Implementation Highlights

The recommendations of the Housing Affordability Task Force were supported by the following.

- Major Accomplishments: Several recommended programs and projects are underway:
 - The 56 unit affordable rental project for individuals and families near West 10th Avenue and Johnson Road started construction late in 2009, and was completed in fall 2010.
 - Funding and local approvals for an affordable senior rental project at 2200 Jackson Street were secured in 2010, with a planned 2011 construction start.
 - Adoption of Zoning Code amendments to allow accessory dwelling units.
- Suggested 2011 and 2012 priorities: Based upon the task for report, the main task force suggestions for the coming years include:
 - Preparation of a Comprehensive Housing Needs Assessment similar to the one initiated by Jefferson County in 2003. This evaluation and resulting documentation will be critical to the long term measurement of need and progress toward meeting performance measures and outcomes.
 - Increased effort to market and communicate about available programs, and continued funding for such programs, and more investigation into programs or opportunities to encourage ownership opportunities for moderate income households.
 - Preparation of a broad survey of local employers to determine wages and city of residence for the Golden workforce. With better information about the housing need and opportunities for the local workforce, the City will be in a better position to increase opportunities for this vital segment of the community, and also help meet sustainability goals regarding transportation and reductions in annual vehicle miles traveled.

Funding for the walkability and bike improvements is primarily through the Capital Improvement Program. Staff is investigating whether the proposed housing needs assessment and employer survey can be achieved with CDBG funding.

BACKGROUND ON 2010 CITIZEN TASK FORCES

In early 2008, the Golden City Council embarked on a new era of citizen input and engagement. City Council identified three specific areas of policy where there was an opportunity to employ appointed citizen task forces in the review of a specific policy issue and the development of citizen based recommendations that would be transmitted directly to City Council. The three identified policy topics for these task forces were “walkability”, “housing affordability”, and the update of the City’s Bicycle Master Plan. Council set a number of goals for the three task forces, including the engagement of a new and broader segment of the community to add to the citizens that traditionally volunteer for standing boards and commissions, and the demonstration of transparency and accessibility of Council to citizen groups and interests. The three complete 2008 task force reports are available on the City web site at www.cityofgolden.net .

This Task Force Implementation Report was prepared under the direction of the City of Golden Planning Commission, and was presented to City Council on November 4, 2010. For additional information on the report, or the 2008 Citizen Task Forces, contact the City of Golden Planning and Development Department at 303-384-8097 or planningcommission@cityofgolden.net .

Walkability Task Force Introduction

The first of the task forces to be appointed was the Walkability Task Force. The Walkability Task Force was created by City Council Resolution 1837 on February 14, 2008. In creating this Task Force, City Council charged the Task Force to:

- a. Identify the major remaining walkability barriers in the community and the major opportunities for enhancing walkability;
- b. Provide specific recommendations to the Golden City Council and staff for the 2009- 2018 Capital Improvement Plan that will make it easier for citizens of all ages to walk for recreation and as an alternative method of transportation.

City Council further directed the Task Force in its consideration of projects for inclusion in a prioritized list to look first to walkability to schools, secondly toward walkability as an alternative method of transportation, and thirdly as additional recreational opportunities. The Task Force began meeting on April 15, 2008, and met weekly until the completion of its formal report on August 14, 2008.

Bike Task Force Introduction

The Bicycle Task Force (BTF) was established by City Council of the City of Golden by Resolution 1852, adopted April 10, 2008. City Council established the BTF to update the 2003 Bicycle Master Plan and accomplish four main goals:

- a. Review the City of Golden Bicycle Master Plan;
- b. Assess any conditions that have changed since the plan was adopted in 2003, including progress made in completing the improvements identified in the plan;
- c. Provide specific recommendations to City Council and staff identifying any recommended updates to the plan; and

- d. Provide specific recommendations to City Council and staff for the 2009 – 2018 Capital Improvement Plan that will make it easier for citizens of all ages to bicycle for recreation and for transportation.

The BTF received direction as to priorities for recommendations from Section 3 of Resolution 1852, which directed the task force to “ look first to the ability of students to bike to school, secondly toward bicycling as a general transportation option and thirdly for recreation.” The task force met regularly throughout the spring and summer of 2008 and presented its recommendations in September, 2008.

Housing Affordability Task Force Introduction

The third of the task forces to be appointed was the Housing Affordability Task Force. The task force was created by City Council Resolution 1845 on February 28, 2008. In creating this task force, City Council charged the task force to:

- a. assess the current and projected availability of and need for a diversity of housing options in Golden;
- b. identify any key information gaps and promptly work to fill those gaps;
- c. clearly define the key housing affordability challenges in Golden, if any, that the task force believes the City Council should target;
- d. evaluate the wide range of potential housing affordability program options for cost and potential effectiveness in terms of the targeted housing affordability needs; and
- e. based on this evaluation, prepare and present to the Golden City Council a report describing the task force’s findings and specific recommendations for a housing affordability program or programs that will help ensure the availability of diverse quality housing options.

City Council further directed the task force in its deliberations to consider:

- a. the housing affordability needs in Golden as identified by the task force;
- b. the relationship between programs under consideration and other identified community goals and policies, including the Residential Growth Management program, known as the 1% Growth System;
- c. the fiscal impact of programs under consideration, both in terms of initial cost and ongoing cost;
- d. ongoing city responsibilities associated with the programs;
- e. the likely effectiveness of the programs under consideration for addressing the identified needs, and
- f. the likely viability of the programs under consideration.

Council asked the task force to make a good faith effort to ensure that its recommendations are consistent with those of the City of Golden’s Comprehensive Plan, adopted neighborhood plans, and other adopted community plans, and to identify in its final report any significant inconsistencies. This task force also met regularly throughout the summer of 2008, and presented its report to Council in late September, 2008.

IMPLEMENTATION STATUS

City Council actions regarding the various task force recommendations, and funding decisions for programs and capital projects continued throughout 2010, and are expected to continue into future years. This section details the status of the major recommendations of each task force, and also provides task force comments and suggestions regarding implementation steps.

Walkability Task Force Implementation Status

The recommendations listed below are summarized from the Task Force Report. The status comments were drafted by City staff.

1. Capital Improvement Priorities

The Walkability Task Force identified almost 80 capital improvement projects that would improve walkability in Golden. Members ranked their top 15 projects, which in turn were combined using a weighted ranking system to elicit the Task Force's top 15 capital improvements priorities for inclusion in the 2009 - 2018 Capital Improvement Plan. The top fifteen were ranked in terms of importance for access to schools, alternative transportation hubs, and recreational trails. The top 15 are listed below with their status as of fall, 2010.

Priority #1: Jackson Street corridor (13th St to 24th St, including transition from Ford/13th St.)

Status: Complete as of 2010.

Priority #2: 19th Street/US6 Intersection

Status: Complete as of 2009

Priority #3: Ford Street (7th to 10th Streets)

Task Force Recommendations: The task force recommended that the City utilize underground utility fund to bury lines and eliminate utility poles in the middle of the sidewalk. Add a sidewalk on the east side of the street. If size allows, expand width of west side sidewalk. Add a crosswalk to help pedestrians reach the pedestrian bridge.

Status: Initial cost estimates have been prepared. This project is now shown in the placeholder category of the 10 year CIP .

Priority #4: Enhanced pedestrian crossings where multi-use trails cross major streets. Add a marked crosswalk at 9th St. and Ford St. and Washington Ave.

Task Force Recommendations: The task force recognized that locations where heavily used trails cross major streets present tremendous potential opportunities for accidents as large numbers of pedestrians (and cyclists) intersect with large numbers of motor vehicles. The locations and current status of various trail crossings include:

- Clear Creek Trail crossings at Washington Ave. and Ford St. - **No action**
- Tucker Gulch Trail crossings at 10th St and 7th Pl. - **Cost estimate done**
- US6 Trail crossings at Jefferson County Pkwy and 19th St. - **No action**
- Clear Creek Spur trail crossing at 8th St. - **No action**

- Bridge access to Tucker Gulch Trail crossing at 9th St/Ford St. and 9th St./Washington Ave. - **Ped study done at 9th/Ford—not enough ped activity to warrant a marked or signed crossing**
- Kinney Run Trail crossing at Kimball Ave. Completed new raised trail crossing with Kimball/Crawford narrowing project. **Complete except**
- C-470 Trail crossing at West Colfax Ave. - **No action**

Priority #5: Enhance Walkability of South Golden Roundabouts from Johnson Road to Ulysses Street

Task Force Recommendations: The Task Force contracted with Glatting Jackson to hold a workshop in September 2008 to develop more specific recommendations regarding improvements at roundabouts. The resulting recommendations included the relocation of the crosswalks further away from the roundabouts in cases of two lane roundabouts, additional pedestrian ramps in some locations, and minor landscape adjustments to improve visibility.

Status: In late 2009, Public Works staff prepared a cost estimate and speed study for the proposed relocated crosswalks and determined that by relocating the crosswalks further from the roundabout, vehicle speeds at the crosswalks would be higher than at the current locations. Dan Burden from Glatting Jackson was consulted and agreed that requiring pedestrians to cross where vehicle speeds are greater would decrease safety. Council was briefed on this matter on December 3, 2009. Landscape changes to improve sight conditions have occurred, and will continue as needed.

Priority #6: South Golden Road (Johnson Road to new roundabout at High School)

Task Force Recommendations: South Golden Road, from the high school roundabout to the Johnson Road roundabout, is very wide and difficult to cross. Install traffic calming devices, island refuges, and enhanced pedestrian crossings, especially near the bus stops and at intersections with Grand Ct., Sunset Dr., and Rimrock Dr.

Status: This portion of South Golden Road is scheduled for a paving project in 2011 or shortly thereafter. Due to the width of roadway, bikelanes will be accommodated without affecting the curbs or street width.

Priority #7: Washington Avenue (10th Street to State Highway 93), including Crosswalks on Washington at 2nd and 5th Streets

Task Force Recommendations: The Task Force believed that the Washington Avenue Master Plan previously developed by the City needs to be expanded in scope so that it extends from CO 93 on the northern edge and 10th Street on the southern end. Complete sidewalks need to be installed on both sides of the street to facilitate pedestrian access—ideally 8+ feet in width.

Status: Not currently funded. Staff recommends this project as the next major bike and walkability project.

Priority #8: 24th St. (Illinois to East Street)

Task Force Recommendations: Consider making 24th look like Illinois St. with wide detached sidewalks on at least one side, possible addition of bike lanes, and alternative parking arrangements. Install an enhanced

crosswalk across Ford St. and Jackson St. at 24th for students reaching Golden High School from the East St. neighborhood. Students will not walk out of their way to the new roundabout to cross.

Status: Discussions of this project were included in a February 11, 2009 open house discussion of the Jackson Street corridor and the South Golden Road recommendations above. Not currently funded.

Priority #9: Northwest corner of Illinois and 19th Street

Status: Complete as of October 2009.

Priority #10: Eighth Street (Washington Avenue to Golden Recreation Center)

Task Force Recommendations: The City should narrow the street and add sidewalks.

Status: A 2009 project included a combination of paving and striping to address the westerly section most in need of attention. No funding is in place for additional action.

Priority #11: Sidewalks on West Colfax Ave. and Rooney Rd. to soccer fields

Task Force Recommendation: Construct sidewalks along Colfax between Zeta St. and the entrance to Interplaza complex. Extend sidewalks along at least the west side of Rooney Rd. from Colfax to the soccer fields to provide pedestrian access from the nearby neighborhoods and to connect to the C-470 multi-use trail.

Status: No funding is in place for additional action. Staff recommends that this project along with Heritage Road be considered after North Washington Avenue.

Priority #12: 10th Street (Washington Ave. to Lions Park/Golden Community Center)

Task Force Recommendations: Wider sidewalks should be installed along 10th Street—especially on the south side of the street by Lions Park and the tennis courts. Given the prominent location, brick or painted concrete with additional plantings would help improve the appearance of this prominent gateway. The current in-street plantings should be reviewed to determine whether further enhancements can help narrow the crossing distance for pedestrians and provide more pedestrian-friendly crossing islands. A marked crosswalk is needed at Cheyenne near the library, which sees high use—particularly during the farmers market.

Status: The Clear Creek Corridor master plan repeats many of the above recommendations. No funding is in place.

Priority #13: Northeast and Northwest Corners at 12th and Jackson Street

Task Force Recommendations: The task force believed that the curb ramps on the northwest and northeast corners of the intersection of 12th and Jackson St. are too steep to be comfortably negotiated by people in wheelchairs, and that the curb extensions extend too far into the street, making it hard for vehicles to negotiate, while the curb extensions make pedestrians more visible, some pedestrians feel the curb extensions place them too close to moving traffic. The task force recommended that the City reconfigure the curb ramps to provide flat

entries into streets for safety and ease of crossing streets, and have flat bypasses for those going past and around the corners so they do not have to traverse extraneous cross slants or other obstacles which present both safety and comfort issues.

Status: Staff agrees that the conditions at the northeast corner of the intersection are difficult. No funding is in place to redesign and reconstruct.

Priority #14: Golden Ridge Rd./US6 Overpass to new light rail station

Task Force Recommendation: Construction of a bridge connecting the Golden Ridge area to the new light rail station. City staff should ensure that proper right-of-way rights are preserved across undeveloped private lands to access the bridge. To help expand pedestrian access into the neighborhoods, the inconsistent sidewalks along Golden Ridge Rd. should be made consistent and complete for current and future construction.

Status: Grant applications to fund the project were submitted in fall 2010.

Priority #15: West 10th Avenue (Ulysses St. to Jefferson County Parkway)

Task Force Recommendations: Sidewalks and crossings should be completed in front of Bell Middle School. There is a hill by the entrance to Ulysses Park that can create a visibility and safety hazard. Better lighting would improve security in the area, and signage would help work release participants and visitors navigate more successfully from the county campus (RTD, both existing bus and light rail) into and around Golden. Xcel/RTD should be consulted about sidewalk construction and bus stop improvements at Johnson and 10th.

Status: The sidewalk in front of Bell Middle School was constructed in 2009 using Jefferson County School District funds held in trust by the City. In addition, bike lanes as recommended by the Bike Master Plan task force were installed on both 10th Avenue and Ulysses Street north of 10th Ave.

US 6 Trail Project

NOTE: The Task Force initially ranked the US 6 trail connection between 19th Street and the Clear Creek trail as its #5 priority. However, when it was learned that this project was already funded and design work underway, the Task Force opted to remove the project from its rankings.

Status: Complete as of fall 2010.

2. Other Suggested Capital Projects

The Walkability Task Force identified almost 80 projects of which 34 received votes from the Task Force members, that are in need of improvements. Although these noteworthy projects were not considered a top priority, Council may be able to find funding for these smaller projects that would enable them to still be completed.

Priority #16: Arapahoe Street (11th to 14th) wider sidewalks, enhanced signage

Priority #17: Crawford St. across from Shelton Elementary missing sidewalk; remove posts (**Completed in 2009**)

Priority #18: Wier Street new trail for cut through access

Priority #19: Clear Creek corridor upgrades for ADA compliance and usability (**Some Completed in 2009**)

- Priority #20: South Golden Road trail enhanced signage
- Priority #21: Ulysses Street roundabout bus stop and signage improvements
- Priority #22: West 4th Avenue & Zeta Street sidewalks needed **(Completed in 2009)**
- Priority #23: Johnson Street Post Office sidewalk needed from street
- Priority #24: 6th Avenue (19th to Kinney Run) new trail needed on west side
- Priority #25: Emergency call boxes downtown
- Priority #26: Kimball Avenue narrow street to expand sidewalks **(Completed in 2009)**
- Priority #27: S.H. 93 and Pine Ridge Road crosswalk enhancements
- Priority #28: Ulysses Street batting cage entrance add sidewalk for continuity
- Priority #29: South Illinois Street trail finish trail; add yield to pedestrian signs **(Completed in 2009)**
- Priority #30: Heritage Road (Golden Ridge Dr. to U.S. 40) install sidewalks on east side; relocate Golden Ridge sign to remove ped obstruction
- Priority #31: S.H. 58 at Illinois Street add pedestrian bridge overpass
- Priority #32: 10th Street at East Street reconfigure trail crossing
- Priority #33: S. H. 93 at Washington Ave. & Pine Ridge Rd.
- Priority #34: Washington Avenue/Iowa Street bus stop connect stop to sidewalk

3. Priority Policy Recommendations

The Walkability Task Force identified 10 high priority policy changes that are needed to facilitate improvements to pedestrian amenities and foster a culture of walkability. Some of the task force policy recommendations were already in place, however based upon some existing projects, the task force reiterated their recommendation. The original task force report recommendation and fall 2010 status follow below.

- A. Ensure all new developments, including GURA projects, are built with complete sidewalks, even if current projections for use are not pedestrian focused. This should address the problems noted on north Washington (Canyon Point apartments/condos) where sidewalks were not built because development planned for the corner of Highway 93/Washington was not thought to be pedestrian oriented. Similarly, this will deal with the Pine Ridge Rd. development that is now homes, but in initial planning envisioned as industrial.

Status: Current City policy does require such construction.

- B. Sidewalks replacement plan. When sidewalks are being replaced, they should be replaced with spans that match widths desired for the location, which may mean replacing for an entire block, rather than just the cracked squares. This is likely to be a long term project because of scope and costs. Newly constructed sidewalks should all be made compliant with ADA.

Status: City Council discussed this topic a number of times. Planning Commission also discussed the issue and recommended alternately that the City focus on priority projects and corridors, and that in practice, the City cannot afford to replace all substandard width walks even over time. Staff's understanding is that City Council agrees to consider strategic replacement of sidewalk but that for standard street projects, damaged existing sidewalks will typically be replaced with the same width walkways.

- C. Signal Timing. Use signal timing to offer pedestrians a head start at major intersections
 - 1. A pedestrian head start in most major signalized intersections.
 - 2. Explore the use of an all walk option in the downtown core during high pedestrian days/times.

Status: Staff has not investigated this in detail. All signals with pedestrian heads currently allow more than required time for the pedestrian to cross streets.

D. Ideal Sidewalk Design.

1. The taskforce supports curb designs with 90 degree angles (perpendicular to road surface) rather than the angled curb that is common throughout much of the city. Cracked sidewalk blocks could be replaced at desired widths as unequal widths might possibly be tolerated until all are replaced.
2. Sidewalk width for a trail should be at least 10 feet.
3. Sidewalk width for walking routes other than quiet residential neighborhoods should be a minimum of 8' for detached sidewalks and preferably 10' for shy space and/or next to parking, especially for diagonal parking.
4. Other sidewalks must be at least 5' wide and preferably 6' wide to permit passage of two wheelchairs and/or stroller or combinations.

Status: The consideration of updated standards for new construction is scheduled to be included in the review of subdivision standards for sustainability goals, underway in late 2010.

- E. Snow removal - Remove snow (or enforce requirement that residents do so) within 24 hours of snow events for walking routes to all schools and major pedestrian routes within the city.

Status: This is current policy.

- F. Signage - To increase driver awareness of pedestrians, install signs near the entrances to downtown to read "entering pedestrian zone" and throughout Golden (where needed) "please stop for pedestrians."

Status: One such "messageboard" sign has been installed for southbound Washington Avenue between SH 58 and 10th Street. Procedures and messages for its use are being refined.

- G. Maps - Develop a free color map for annual distribution in Informer and at Golden businesses that shows pedestrian trails through town and recreational trailheads.

Status: An interactive color map showing parks, trails, and trailheads, with links to specific information about trailheads is available on the city web site. As the web site overhaul is complete, this map will be advertised to the community.

- H. Double-width crosswalk striping should be used (like those found on CDOT-maintained state highways) in higher use pedestrian crosswalks (including signalized intersections) to make the crossings more visible. The single width stripes frequently blend into the road striping and are difficult to see.

Status: Double-width crosswalk striping was installed in several locations in late 2008. Since there was no history of pedestrian accidents at the selected locations, there is no documented change in safety. Staff has identified a number of high traffic crosswalks where upgraded treatments similar to those on Washington Avenue near the Visitors Center are recommended, as funding becomes available.

- I. RTD Bus Stops - Work with RTD to ensure all new and existing bus stops have lighting and connect with sidewalks.

Status: Existing conditions to be evaluated spring 2011.

- J. Multi-use trail signs. Install small signs throughout town where trails turn or cross roads to help pedestrians follow trails where they cross or join roads. Install signage on Clear Creek trail (perhaps with a map) to show that the trail continues after the trail crossing under U.S. 6.

Status: Not yet addressed.

4. Other Policy Recommendations

As with the capital improvement project recommendations, the following items received votes from Task Force members but were not among the top 10 policy recommendations to Council. **(Of the below, the most active discussions include substantial Council discussions about downtown sidewalks and the Circulator Bus feasibility study. Enforcement and maintenance recommendations have been forwarded to affected departments.)**

- Protect pedestrian right-of-way access on Washington Avenue and throughout downtown
 - a. Pedestrians should be allowed to walk straight rather than around restaurant seating or smoking areas. Outdoor seating areas should not block sidewalks. **Council agreed that sidewalks should not be blocked. Council did not agree about preserving a straight walking path as a firm requirement.**
 - b. Prevent obstructions within five feet of all first floor entrances downtown to facilitate better ADA Access, and specifically to facilitate wheelchair users to open doors.
 - c. Don't approve license agreements in the right-of-ways to preserve future ability to add detached walks.
 - d. Any future decisions regarding placement of sandwich boards and other obstacles in the right-of-way should ensure they do not inhibit pedestrian traffic. **Council addressed in 2010.**
- Zoning - Require first floor retail use to downtown to prevent "dead zones" of inactivity.
- Alternative Transportation Coordination - Consider implementing a local bus system to facilitate access to RTD stops, Park & Ride lots, and light rail. **Effort underway.**
- Plantings
 - a. Better maintenance of plants in islands and similar traffic control features.
 - b. Xeriscape plants should be used to conserve water.
 - c. Adopt a median program for maintenance.
- Bike Racks - Install bike racks at trailheads (S. Table Mountain, N. Table, Mt. Galbraith, etc).
- Crossing light buttons should be placed on the interior side of light poles – especially on corners like 13th/Washington, 10th/Washington and 10th/Ford where bus/truck right turns often scrape off the signal buttons, making it impossible to trigger the crossing light.
- Lighting - The City should report burned out light bulbs in pedestrian areas quickly to Xcel Energy for replacement.
- Pedestrian Traffic Counts - Perform routine pedestrian traffic counts in the City (as opposed to only counting cars) **This item is addressed in Council's required indicator metrics.**
- Enforcement. - Stronger enforcement of vehicle violations of crossing at Washington Avenue & 2nd Street (when cars do not stop for school crossing guard).
- Local Improvement District Communication Brochure/Plan - Educate residents on how they can create their own improvement district to cost-share sidewalk improvements in their immediate neighborhood.

5. ADA Recommendations

The Walkability Task Force benefitted immensely from the participation of Jerry Ganiere, a paraplegic wheelchair user who attended virtually all meetings and site visits. Jerry raised the Task Force's awareness of ADA access issues. He prepared a document outlining his concerns and recommended actions for improving access within the City. His document was submitted outside of the Task Force report, as Appendix D.

Status: An Americans with Disability Act (ADA) committee was established by City Council in 2009, as a short term "ad hoc" committee to review status and immediate actions. An ADA audit of City facilities was prepared by a qualified accessibility consultant and accepted by the committee. Recommendations have been forwarded to affected departments.

Bike Task Force Implementation Status

1. Capital Improvement Priorities: First Tier Recommendations

The Master Plan developed in 2003 provides an extensive list of CIP recommendations. The Task Force examined and evaluated the Master Plan recommendations, and additional updates are provided in this section. While the Master Plan grouped its recommendation by type (e.g., shared-use paved trail versus shouldered roadway) the Task Force elected to categorize recommendations by priority. The Task Force hoped this categorization would make it easier for City Staff and the City Council to better understand those recommendations that the Task Force felt were a higher priority.

Type: School associated bicycle lanes and shared-use paths

Task Force Recommendations:

Mitchell Elementary:

Upgrade the corridor along Iowa Street from Ford Street to Highway 93.

Shelton Elementary

Construct concrete shared-use path and reduce the grade of the existing dirt path bicycle path that links the 4th Street dead end (near Heritage Road) to the school.

Bell Middle School:

Provide a bicycle lane on 10th Avenue between Ulysses Street and Johnson Street.
Provide a bicycle lane on Ulysses from South Golden Road to West 10th Avenue

Status:

- **Mitchell Elementary students now served by bike lanes striped and stamped along both sides of Iowa from Ford Street to Hwy 93**

- Shelton Elementary path is now paved from 4th Avenue down the hill to the school. This makes the important connection from the Bike/Ped bridge across Heritage Road to Shelton Elementary.
- Bell Middle School students now served by bike lane access on 10th Avenue from Ulysses Street to Johnson Road, and along Ulysses from South Golden Road to 10th Avenue.

Type: Bicycle Lanes

Task Force Recommendations: Bike lanes are recommended in the following locations:

- Jackson Street between 14th Street and 24th Street, **Complete in 2010**
- Ford Street from South Golden Road to 14th Street, **Improved in 2009**
- Ulysses Street from South Golden Road to West 10th Avenue, **Complete in 2009**
- West 10th Avenue from Johnson Road to Ulysses Street, **Complete in 2009**
- 13th Street between Washington Avenue and Ford Street,
- West side of Heritage Road between Highway 6 and the 4th Avenue pedestrian bridge,
- East side of Heritage Road between pedestrian bridge and Colfax Avenue,
- Jackson Street from 12th Street to 14th Street, and
- Colfax Avenue from Rooney Road intersection to Heritage Road.

Type: Signage

Task Force Recommendation: The Task Force felt that the focus on signage should be elevated to a priority, rather than just a component of the other recommendations, for several reasons. Several types of signs were identified by the Task Force. These are listed, in order of priority in Appendix B of the 2008 task force report, along with recommended locations for signage.

Status: No additional signs have been installed to date. Funding is not currently available for significant signage installation.

Type: Intersection Improvements

Task Force Recommendation: There has been a history of bicycle accidents on the railroad crossing at 44th Avenue and approximately Salvia Street. The angle at which the railroad rails intersect with the street makes it easy to catch a bicycle wheel, making it unsafe to cross as the rails. This crossing has a reputation of being unsafe and has gained attention from local advocates and the media. Funding options should be explored to have this intersection brought up to an acceptable, safe standard. In the interim, the Task Force recommends signage to warn bicyclists of the dangerous crossing.

Status: Funding for this project would be one of the potential expenditures under the miscellaneous bike improvements shown as a placeholder in the draft 2011 thru 2020 CIP.

Type: Bicycle Routes

Task Force Recommendation: Bicycle routes are often utilized where a road has bicycle demand but has inadequate shoulders for a bicycle lane. Bicycles and other vehicles share the road. There are no stripes or other special provisions. Generally the bicycle route is designated by signage and may utilize a combination of roads

and paths. The items that were taken into consideration by the Master Plan and the Task Force when recommending or designing the bicycle route system included: bicycle demand, traffic volumes, speeds, topography, other safety factors and linkage to trails, other bicycle facilities, downtown, CSM, neighborhoods and schools. The following should be signed as Bicycle Routes:

North Area

- Washington Avenue from Highway 58 south to 18th Street.
- 10th Street from City offices to Ford Street.
- Ford Street from Tucker Gulch Trail south to Iowa Street with route also provided along Iowa Street between Washington Avenue and Tucker Gulch Trail.
- North along Cheyenne Street from 10th Street to 8th Street, connecting west along 8th Street to the City Recreation Center.
- Jackson Street between 12th and 11th Street, connecting at 11th Street west to Washington Avenue.
- 13th Street between Washington Avenue and Illinois Street.
- Maple Street between 11th and 18th Street.
- Illinois Street between 11th and 24th Street.
- 18th Street between East and Elm Street, connecting at Elm Street to the south to 19th Street.
- 24th Street from Illinois Street to East Street.

South Area (Outside City Limits)

- West 16th Avenue from South Golden Road to Salvia (and possibly extending out of the city to Quaker Street and connecting to the south along Quaker Street to 10th Avenue).
- Moss Street from Old Golden Road to existing I-70 underpass, turning east along 7th Avenue to Indiana Street (Again, outside of the city but is a corridor to connect the West 3rd Area with the rest of Golden city limits).

Status: Bike Route expenditures primarily involve signage which, as noted above under “Signage,” has not been a funded priority to date.

Type: Detailed Plan Improvements

Problem: 32nd Avenue from Ford to McIntyre Street

32nd Avenue experiences a high volume of bicyclists who use the road to get from as far east as downtown Denver or the Cherry Creek area to Golden. It is a popular and known conduit, particularly for the thousands of bicyclists headed for Lookout Mountain. 32nd Avenue also has high vehicular traffic volume, including truck traffic; yet the road has little or no shoulder.

Status: Jefferson County is actively seeking funding for improvements.

Type: Detailed Plan Improvements

Problem: 10th Street and Tucker Gulch Trail crossing

The at-grade crossing of Tucker Gulch Trail at 10th Street is especially dangerous due to the limited sight distance and skewed approach angle from the north. This portion of 10th Street eastbound is proposed to be a share the

road route. Bicyclists traveling east to west on this portion of road will be expected to share the travel lane with the motorist. The Task force recommended that the City:

- Reduce the travel lanes on 10th Street to 12 foot maximum width.
- Provide staging space for bicyclists traveling south on Tucker Gulch Trail.
- Widen the pedestrian path on the bridge to 12-feet wide on the north and six-feet wide on the south.
- Install a pedestrian crossing on 10th Street at East Street. Utilize contrasting pavement materials and standard signage. Consider pedestrian activated flashing warning signs to alert motorists.
- Increase the Tucker Gulch Trail width on the south side of 10th Street to ten-feet.
- Sign 10th Street east of Washington Avenue as a share the road route.
- Place signs on the bicycle path to provide further direction.

Status: A preliminary design and cost estimate have been prepared. No specific funding has been identified.

Type: Bicycle Facilities

Task Force Recommendation: Bicycle video detection should be employed at all existing traffic actuated video detection locations. In addition, when intersections are being considered for traffic actuated video detection, whether at new intersections or in replacement of existing equipment, the Task Force recommends video detection be employed if the intersection is associated with bicycle lanes, bicycle routes, or share the road routes.

Status: This improvement has not been scheduled or specifically funded and must be evaluated within the context of other priorities on the list. The detection devices use an infrared system that detects heat, which serves both bikes and cars at intersections, and no pavement markings are needed. There are several intersections that already have these installed, including: Ford and 12th; Washington and 12th; Heritage and Kimball; Heritage and 4th; Heritage and Eagle Ridge. More intersection detection devices will be added over time.

Type: Bicycle Facilities

Task Force Recommendation: A few options to consider for the non-City locations bicycle rack program:

- The City purchases bicycle racks in bulk, labels them with city logo, and sells at cost to businesses that want to have bicycle racks for their customers.
- The City establishes a 50/50 cost share program with businesses that want to purchase bicycle racks for their customers.
- The City solicits local businesses to pay to advertise their business on the bicycle racks; thereby substantially reducing, or even eliminating bicycle rack costs.
- The City purchases bicycle racks in bulk and places them at strategic city locations.

Status: This improvement has not been scheduled or specifically funded and must be evaluated within the context of other priorities on the list.

Type: Detailed Plan Improvements

Problem: 14th and Ford Street Storm Grate - Complete in 2009

Type: Shouldered Roadway

Problem: Need shoulder on Colfax Avenue from Rooney Road intersection west continuing along Heritage Road south along US 40

Task Force Recommendation: Improvement and/or addition of a shoulder along Colfax Avenue, from the intersection with Rooney Road west to Heritage Road and continuing south along Highway 93 (State Highway 40) was recommended by the Master Plan. The Task Force believed this recommendation should be kept and would be a worthwhile improvement for bicyclists. An alternative to a shoulder is a cycle track on one side of the road that provides two way bike traffic and separation from fast moving vehicles to improve safety.

Status: This improvement has not been scheduled or specifically funded.

Type: Intersection Improvements

Problem: At grade crossing at Highway 6 and 19th Street - Complete

Type: Paved Shared-Use Path

Problem: Incomplete shared-use path along Johnson Road from intersection with South Golden Road south to Highway 6

Task Force Recommendation: The Johnson road shared trail should be extended to 10 feet to accommodate pedestrians and bicyclists traveling to and from and through the following areas: Splash, via the shared use path along the golf course, Bell Middle School, Golden High School, the Jefferson County Government Facilities and the future FastTracks station.

Status: This improvement has not been scheduled or specifically funded and must be evaluated within the context of other priorities on the list. An interim solution (or additional component) would be “sharrow” lane pavement markings in each direction.

Type: Intersection Improvements

Problem: Highway 6 and Heritage Road Crossing

This intersection currently brings together the residential area of Heritage Road with existing bicycle paths on the east side of Highway 6. Routes to Bell Middle School, Golden High School and Shelton Elementary pass through this intersection. In addition, the new FastTracks station will generate increased bicycle and pedestrian traffic in this area.

Task Force Recommendation: A new pedestrian/cycling overpass bridge would provide an excellent crossing at this key intersection. A bridge would be a costly solution, but the Task Force feels it is the best option if funding is available.

Status: This improvement has not been scheduled or specifically funded.

Type: Second Tier Recommendations

The Task Force felt that these recommendations are worthwhile and should be considered by the City in the event funding, time and resources become available to complete them. They may be implemented if they can be included with other scheduled improvements or maintenance (e.g., routine street repaving) in an area. Otherwise, the Task Force felt the first tier recommendations should be considered priority.

Problem: Capital Improvement Projects Needed

LOCATION	PROJECT DESCRIPTION
Highway 6 and Heritage Road.	Construct intersection improvements as recommended for Highway 6 and 19th Avenue.
North side of Golden Road.	Construct shared-use paved trail to connect 16th Avenue and Ford Street bicycle route.
Jackson Street from 12th Street to 14th Street.	Construct a bike lane on either side. If not enough right of way, sign sharrows or a bike route.
From Washington Avenue to Pine Ridge Road, parallel to Highway 93.	Construct a shared-use paved trail.
South Industrial Park	Provide trail connection to other parts of the city
North side of Colfax from Moss Street west to Highway 6 interchange then along Highway 6 to Johnson Road.	Construct shared-use paved trail.
West side of Highway 6 from 19th Street south to underpass at Highway 6.	Construct a shared-use paved trail.
South Indiana Street.	Upgrade sidewalks on the east side of the street or construct a shared-use paved trail.

Status: None of the Tier 2 capital improvements have been scheduled, as per the Task Force recommendation that Tier 1 be addressed first unless an item can be accommodated within the context of scheduled maintenance.

2. Non-Capital Improvement Priorities: First Tier Recommendations

Type: Bicycle Safety and Education

Task Force Recommendation: The Task Force recommended that the City implement programs to promote bicycle safety and bicycle usage. There are several options for delivery and implementation of Safety and Education Programs, examples of which are listed below.

Recommended Delivery for Education and Safety Programs

1. Publish safety tips and bicycle rules in the Transcript and Informer.
2. Build an online tutorial on City website.
3. Organize a regular bicycle clinic for in-person instruction, which could be delivered by a Bicycle Committee, Golden police, or local bicycle shop personnel.
4. Start a bicycle registration program, possibly through Golden Police, which includes a safety class.
5. Deliver Bicycle Education and Safety through local bicycles shops.
6. Deliver Bicycle Education and Safety concurrent with new City “Safe Routes to School Program”.
7. Publish safety tips and bicycle rules in pamphlet format that can be distributed through various venues throughout the city (bicycles shops, visitors center, etc.).
8. Publish education and safety tips on the reverse side of local bicycle map routes.
9. Motorist education on bicycle safety is also recommended

The Task Force recommends simple education and safety programs for bicyclists designed to educate school age and adult bicyclists in the City, with specific focus on education in conjunction with a “Safe Routes to School Program” (see following section). A suggested list of “Safety and Education Rules and Topics” that could be covered in education programs described above is provided in Appendix A.

Status:

- **Bicycle safety, news, events and education are now promoted within the new “Bicycling in Golden” section of the City website (www.cityofgolden.net/bike)**
- **The new “Bike Golden!” brochure and map has been distributed at multiple locations downtown, and features safety tips as well as suggested local rides for varying levels of riders**
- **Bike registration can be accomplished easily online, and is promoted within the “Bicycling in Golden” area of the City website**
- **The City sponsored a free bicycle commuting class in May 2009 designed to provide safety instruction to commuters or those considering commuting by bike**

Type: Safe Routes to School Program

SRTS is an international movement that focuses on making walking and bicycling to school a safe and valued activity. Safe Routes’ top priorities are to return kids to the active and healthy tradition of walking and biking to school while reducing child pedestrian and bicycling injury and deaths.

Task Force Recommendation: The Task Force recommended that the City participate in the SRTS program and make use of the resources that SRTS offers. Through infrastructure improvements in school environments, traffic safety education, enhanced traffic enforcement, and encouragement and outreach to communities; more children could be traveling to school in fun and healthy ways.

Status: Both of the City’s elementary schools hosted the SRTS program during the 2008-2009 school year, and the program was considered highly successful.

Type: Bicycle System Maps

Task Force Recommendation: The Task Force recommended the preparation and distribution of an improved City bicycle system map. The 2003 Master Plan does mention the creation of a bicycle system map (see “Plan Phasing,” final bullet under Phase I).

Status: As a result of the Task Force Recommendations and final report, the City has a newly updated map of the current bike system, as well as planned improvements. While this map is available for download in the “Bicycling in Golden” section of the City website, it is not in the most user friendly format. The next step would be to hire a graphic designer to create a visually pleasing and easy to understand comprehensive map. Funding would also be needed for color printing costs for such a large format map.

In the mean time, the City does have a color “Bike Golden!” brochure with suggested routes and safety information which has been made available throughout the downtown area (see also “Bicycle Safety and Education,” above).

Type: Bicycle Library or Bicycle-Share Program

Task Force Recommendation: The 2008 Bicycle Task Force recommended that the City establish a bicycle “library” or bicycle “share” program similar to the Fort Collins Bicycle Lending Library, which relies solely on grants and donations and receives no funding from the City.

Status: The City is working with CSM and looking for opportunities to partner with them on a bike share program that would one day expand beyond the campus. Mines has been developing a design for kiosks and an automated system for checking out bikes and returning them. The current idea is for CSM to decide on a design prototype and start a pilot program on campus during the 2009/2010 school year. Once the kinks have been worked out, CSM would work with the City to place kiosks at strategic locations within the downtown Golden area.

3. Non-Capital Improvement Priorities: Second Tier Recommendations

The Task Force felt these recommendations should be considered by the City in the event funding, time and resources become available to complete them.

PROJECT DESCRIPTION & LOCATION
Identify routes and trails by name that relates to Golden (e.g. Golden, Mesa, etc. route.)

Promote cycling by sponsoring bicycle races and rides for all levels of riders. For example, a Golden moonlight ride or fun race up lookout mountain for beginners to average bicyclists. Could also involve local merchants to promote bicycle friendly business.
Sponsor a CSM Senior Design project to allow students to aid in the design of bicycle system, trails, over/under passes, etc.
Design a logo for the bicycle system.
Set up a program for corporate sponsorship to fund bicycle facilities as done in Cherry Creek North.

Status: None of the Tier 2 non capital improvements have been scheduled, as per the Task Force recommendation that Tier 1 be addressed first unless an item can be accommodated within the context of other initiatives.

Housing Affordability Task Force Implementation Status

Status of Priority Program and Regulatory Recommendations

After review of a number of existing and potential programs that address housing affordability in the community for the four priority categories identified in the previous section, the task force reached consensus on the following programmatic recommendations:

1. Provide increased education, communication, and marketing support for existing independent programs that benefit Golden residents as well as new programs initiated in the future. Some of these programs include the Housing Choice Voucher program (formerly known as Section 8); other potential voucher programs; JCHA's affordable rental and home rehabilitation programs, and various down payment and mortgage assistance programs. All of these programs are proven to be beneficial in helping eligible households, but some are not well known or used by Golden residents. The task force recommends that the City direct staff resources (and minor amounts of operating funds if appropriate) to promoting the understanding and use of these programs. The task force recommends devotion of at least four major *Informer* stories per year, as well as other targeted efforts to promote the understanding and use of these programs, such as an information link on the City website.

Status: Four articles appeared in the *Informer* between July 2009 and September 2010 promoting: existing owner-occupied housing rehabilitation programs; a potential new affordable rental projects for seniors; a new affordable rental project for families (currently under construction); and existing down payment assistance programs.

2. Plan to regularly fund certain specific, ongoing programs to benefit the four target priority household/housing opportunity categories. These include:
 - Direct contributions of federal Community Development Block Grant (CDBG) and/or Home funds to existing grant and loan programs for rehabilitation of owner-occupied single-family households with income up to 80% of AMI to address safety and livability repairs and renovations. Current rehabilitation programs are provided by JCHA and Rebuilding Together. In the past, Golden has

contributed about \$40,000 per year to these programs. The task force recommended an ongoing funding of about \$45,000 per year to achieve an average of five successful rehabilitation projects per year for eligible households.

Status: In early 2010, the City was notified by HUD that jurisdictional “set asides” of CDBG funds must be discontinued. Accordingly, direct contributions to these rehabilitation programs will cease. The City will continue to support applications from the JCHA rehabilitation program to Jefferson County for CDBG funding to continue rehabilitation projects throughout the urban County, which includes the City of Golden.

- Potential direct contributions of federal CDBG and Home funds to partner with down-payment and mortgage-assistance programs such as the Colorado Housing Assistance Corporation (CHAC), Colorado Housing and Finance Authority (CHFA), or Metro Mayors Caucus programs to assist households with income up to 80% of AMI to attain ownership of a condominium, townhome, or single family home. The task force recommends an ongoing funding of about \$35,000 per year for this new partnership program to achieve an average of five new owner households per year.

Status: Funding previously in place has not been utilized and will need to be reallocated to other projects. Further, because of the change in CDBG funding mentioned above, future direct CDBG/HOME funding of these programs by the City of Golden will cease. As with the rehabilitation programs, the City will continue to support CHAC’s applications to Jefferson County for CDBG/HOME funding for qualifying projects throughout the urban County.

- Potential direct contributions of City of Golden funds to develop customized down-payment and ownership assistance programs, such as the CHAC programs to assist households with income between 80% and 120% of AMI. The task force recommends that the City seek matching grant funds that would provide programs for this priority category of household/housing opportunity for which the use of federal funds is not possible. The task force recommends that the City allocate about \$62,500 per year from the General Fund for 8-10 years, beginning in 2009. Over time, the program would become more self sustaining as applicant households move out of their homes and repay the assistance. Implementation would be managed by an experienced partner organization, such as CHAC to achieve an average of five new owner households in this particular category per year.

Status: Given the negative effects on City revenues caused by the recent economic downturn, this recommendation has not yet been addressed.

3. Plan to respond to future housing affordability opportunities, primarily through the allocation of available CDBG and Home funds. Anticipated opportunities include:
 - Work with JCHA to fund the initial investment in purchasing appropriate existing multi-family properties to be added to the inventory of permanent affordable rental properties. Based upon other jurisdictions’ experience, the acquisition of a reasonable multi-family property for this purpose would require up to about a \$15,000 per unit contribution toward the down payment and rehabilitation of the project, with JCHA raising the balance and operating the project on rental income. Funding would be derived from CDBG or Home funds from Jefferson County. The task

force recommends that the City try to partner on an average of 3 units per year, most likely in minimum 8-10 unit buildings, with a goal of about 15 units over the next 5 years.

Status: In June 2010, JCHA received approval of a zone change to accommodate a proposed 50-unit affordable, seniors rental project at 2200 Jackson Street. In August 2010, JCHA received tax credits from the LIHTC which will provide the major funding for the project. Site plan review is scheduled for the November 2010 Planning Commission meeting. If approved, the project is scheduled to break ground in Spring 2011.

- Work with JCHA to fund the acquisition, rehabilitation, and resale of appropriate single family and multi-family properties as part of a local effort to increase homeownership opportunities for households with income up to 80% of AMI, as well as households making between 80% and 120% of AMI. Any resale project to households with income over 80% of AMI must be funded by non-federal sources. The funding goal for these types of projects would be to recoup all or almost all of the initial investment at resale, occasionally with additional second mortgages to be recouped with future resale. Funding for any projects to be sold to households making up to 80% of AMI would be appropriate for CDBG or Home funds, while funding for any projects for over 80% of AMI households would require additional local funds. The task force recommends that the City partner with JCHA to focus on the 80% of AMI group and achieve an average of 5 resale units per year.

Status: In 2009 JCHA used existing Golden jurisdictional CDBG funds to acquire a condemned one-household dwelling in an R2 zone district in the north end of Golden. The dwelling has been demolished and City staff is working with JCHA to develop a two-unit building on the property for resale to income-qualified households earning less than 80% of the Area Median Income. No additional direct funding from the City of Golden is anticipated.

- Support individual developers and/or non-profit housing providers applying for existing funding or tax credit programs to provide rental or ownership opportunities for eligible households. Plan to direct CDBG or Home funds to eligible infrastructure or development costs to assist appropriate projects in competing for such funding approvals. The task force recommends that the City be willing to contribute up to \$2,000 per unit of CDBG or Home funds to such projects, and try to achieve an average of 15 units per year from these programs (and the final category below) with a target of 75 units over the next 5 years.

Status: Archdiocesan Housing Incorporated is currently constructing a project consisting of 56 affordable rental units for families on land purchased from the St. Joseph Golden Parish. \$212,000 in existing Golden jurisdictional CDBG funds were contributed to the project. The first units are scheduled for occupancy in Fall 2010, with completion of the project in Spring 2011.

- Partner with individual developers and/or non-profit housing providers on a case-by-case basis to develop a portion of their projects as new units for ownership opportunities for either households making up to 80% of AMI, or households with income between 80% and 120% of AMI. Any for-sale project for households making over 80% of AMI must be funded by non-federal sources. The recommended target outcome for this type of opportunity is combined with the previous category.

Status: Not yet addressed.

4. Make regulatory changes that could either assist or require the provision of housing opportunities for the identified priority households. While there are a number of policy discussions that may be appropriate in the future, the task force decided to focus its efforts on regulatory changes that could make it easier to achieve housing affordability goals rather than those potential changes to require developers to construct affordable units. The task force achieved consensus on the following regulatory recommendations:

- Accessory Dwelling Units. Investigate a revision to the RE, R-1 and R-1A zone districts to allow the conversion or construction of an accessory dwelling unit on a property. This strategy has been implemented in a number of communities and is characterized by the requirement that one of the two units on the property must be owner-occupied, as well as limits on the size and location of the second unit and appropriate parking requirements. Typically programs that allow these units focus on conversion of part of the home or a small apartment over the garage. While a seemingly controversial change to the traditional single family neighborhood, it has worked surprisingly well in many communities, and can help an existing owner remain in their home, or a new owner afford a home.

Status: Council approved this code change in September 2010.

- Fee Waivers. Implement limited fee waiver programs for specifically targeted types of projects. The City's charter limitation on incentives allows an incentive of up to \$100,000 of city funds for an affordable housing project, and Council could implement such programs both on a case-by-case basis, or by means of a more comprehensive program. An example of such a program would be building permit use-tax waivers for projects for rental or ownership opportunities for households earning up to 120% of AMI.

Status: At its study session on February 5, 2009, Council expressed potential support for fee waivers on a case by case basis, but was not supportive of establishing a program.

- 1% Banking Plan for Affordable Projects. Amend Chapter 18.70 of the Municipal Code to allow City Council to create a "banking plan" for otherwise unused allocations under 1% Growth System. By doing this, Council could save up a number of allocations, and hold such allocations based on the demonstration that a project meets or exceeds listed affordability (and perhaps sustainability) criteria. Although there is little demand for allocations at this time, with this type of change, the several allocations that expired in 2007 and the potential unused allocations in this and future years would be available when needed for a desired project, allowing that project to proceed when ready rather than saving up allocations after site plan approval. Both the letter and spirit of the 1% Growth System are maintained, and Council could encourage desired projects when they are proposed.

Status: At its study session on February 5, 2009, City Council considered a staff report on HATF Report policy recommendations, which included creation of both a banking plan and a preference pool for allocations for affordable projects. Council rejected the recommendation for a banking plan, but did support the creation of a preference pool, which was created with the subsequent passage of Ordinance 1839.

- 1% Preference Pool. At the current time, there is very little housing activity in Golden, and very little demand for allocations to build dwellings under the City's 1% growth system. However, in times when there is higher demand for allocations, one of the potential tools to encourage construction of more affordable dwellings involves the creation of what is called a "preference pool" in Chapter

18.70 of the municipal code. Under such a proposal, the code would be amended to allow Council to set aside a certain number of allocations at the beginning of each year so that builders willing to construct targeted types or prices of housing would have first choice for those allocations, while other projects may have to wait to save up allocations to build. The task force recommends implementation of such a program to place a substantial amount of allocations in such a pool for the first allocation period of each year, allowing those allocations to revert to the open pool if unused in that period.

Status: City Council passed Ordinance 1839 on April 23, 2009, amending Chapter 18.70 (Residential Growth Management) of the Golden Municipal Code. The ordinance established a “Moderate Income Housing Pool” to contain allocations for residential projects creating dwelling units for households earning up to 120% of Area Median Income.

Other Recommendations

- Housing Needs Assessment. While the data that was available to the task force was adequate to arrive at the conclusions and recommendations contained in this report, the task force recommended that Golden work with Jefferson County to secure a Comprehensive Housing Needs Assessment similar to the one initiated by Jefferson County in 2003. This evaluation and resulting documentation will be critical to the long term measurement of need and progress toward meeting performance measures and outcomes. This evaluation is an appropriate project for the Jefferson County Community Development Department to fund and undertake.

Status: Not yet addressed.

- Employer Survey. The task force also recommends that Golden seek to secure a broad survey of local employers to determine wages and city of residence for the Golden workforce. With better information about the housing need and opportunities for the local workforce, the City will be in a better position to increase opportunities for this vital segment of the community, and also help meet sustainability goals regarding transportation and reductions in annual vehicle miles traveled.

Status: Not yet addressed.

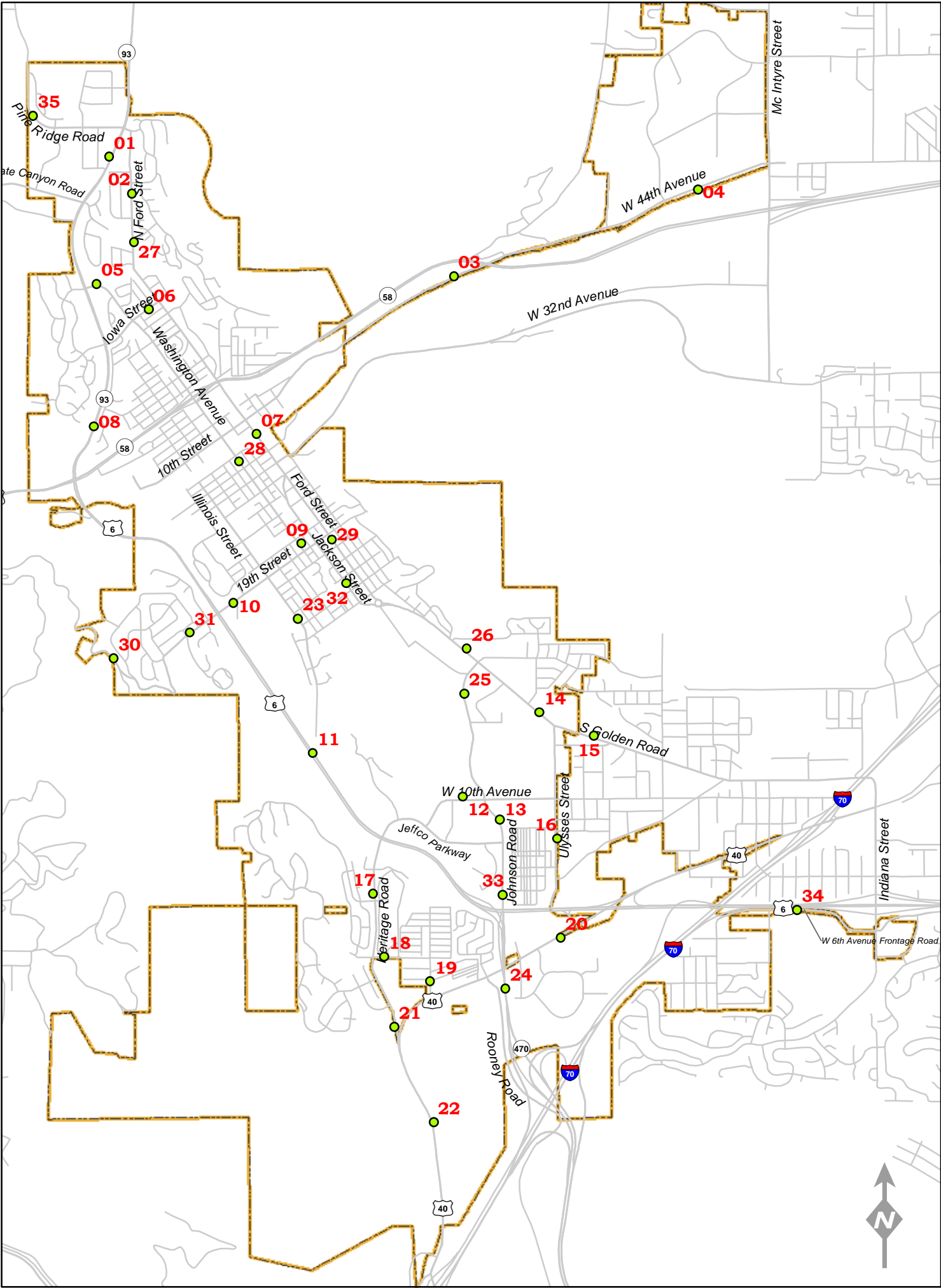
Periodic Review. While the task force recognized that City Council was interested in a brief intensive evaluation of this issue, the task force recommended a periodic review of program and policy direction and progress in meeting housing affordability goals and outcomes. Recognizing that Council was concerned about creating more standing boards and committees, the task force recommended that City Council authorize a successor citizen advisory committee, initially of the same members, that would:

- Meet in the fall of 2009 to review progress to date on target goals and outcomes, and to make recommendations to City Council about 2010 CDBG allocation of jurisdictional funds and any applications for CDBG or Home funds.

Status: One-year implementation review meeting was held on September 23, 2009.

APPENDIX F

Traffic Count Map



Average Daily Traffic Counts By Year

Location	Route	2003	2004	2005	2006	2007	2008	2009	2010	2011
1	Highway 93	24000	22700	23523	23135	25228	21643	23011	22430	22440
2	North Ford Street	779	1545	1460	1023	1479	1414	1568	1428	1508
3	W. 44th Avenue	4076	4939	4778	4247	4498	3647	Closed	3680	3509
4	W. 44th Avenue	4742	4760	4691	4267	4554	3995	3671	4212	4351
5	N. Washington Avenue	3986	5932	5058	5170	7238	7747	6745	6812	7192
6	Iowa Street	3327	2267	1912	1978	2083	1927	2302	2068	2215
7	Ford Street	12278	13413	11867	11726	11447	11861	10891	11303	12459
8	Highway 93	25419	23903	22400	23146	25648	22930	21818	21552	25415
9	Washington Avenue	5356	7141	6203	5936	7136	6069	6967	6922	7513
10	19th Street	12553	14356	14579	16120	17563	14342	14842	15202	15429
11	US Highway 6	40859	41050	40003	38781	42379	37355	34868	35644	37550
12	W. 10th Avenue	4679	6177	5079	4664	4699	4379	4664	4141	3958
13	Johnson Road	10245	9404	10006	9398	9763	9811	9511	10971	10426
14	South Golden Road	13320	15499	15558	13562	14446	16256	16346	15493	15997
15	South Golden Road	10041	14050	13964	13677	13716	12923	13480	13374	14709
16	Ulysses Street	4043	4764	3776	3628	3191	3069	3450	1027	2555
17	Heritage Road	13509	13757	9230	11967	15040	9389	9633	9232	6909
18	W. 4th Avenue	2409	2918	2220	1857	1918	1672	1735	2010	1890
19	Zeta Street	2673	3953	2719	2559	2741	2924	2519	2387	2270
20	US Highway 40	11432	16508	15586	15424	15661	14563	14406	13645	14787
21	Heritage Road	8085	8852	8289	7316	8035	5789	6198	5368	5665
22	US Highway 40	10292	10850	10391	10993	8922	7204	6805	6322	6451
23	Illinois Street	1226	1146	1129	1196	1128	1167	1136	1393	1347
24	C-470	N/A	18569	6390	18808	21249	19979	21446	21338	22177
25	Johnson Road	N/A	9609	9848	9193	9527	9419	8875	9480	9598
26	South Golden Road	N/A	20758	20669	18829	19718	18979	18343	17780	18895
27	N Ford Street	N/A	N/A	2979	1354	2871	2418	2842	2707	2762
28	Washington Avenue	N/A	N/A	N/A	10974	9014	8224	7676	8246	8187
29	Ford Street	N/A	N/A	N/A	8579	9303	8612	8614	8312	8178
30	Lookout Mountain Road	N/A	N/A	N/A	449	678	341	593	417	579
31	19th Street	N/A	N/A	N/A	3217	2508	2425	3540	5099	3375
32	Jackson Street	N/A	N/A	N/A	8257	9570	6111	8577	8690	8282
33	Johnson Road	N/A	N/A	N/A	15813	18578	15716	16175	17548	16377
34	6th Avenue Frontage Road	N/A	N/A	N/A	4399	4769	5003	4805	4766	5395
35	Pine Ridge Road	N/A	N/A	N/A	353	979	550	542	555	610

*2003 - 2005 and 2011 counts were obtained over a 24-hour period.
**2006 - 2010 counts were collected over a 72-hour period and averaged to obtain ADT.
Map is current as of April 2011.

APPENDIX G

Bike/Pedestrian Count Map

APPENDIX H

Park and Trails Map

